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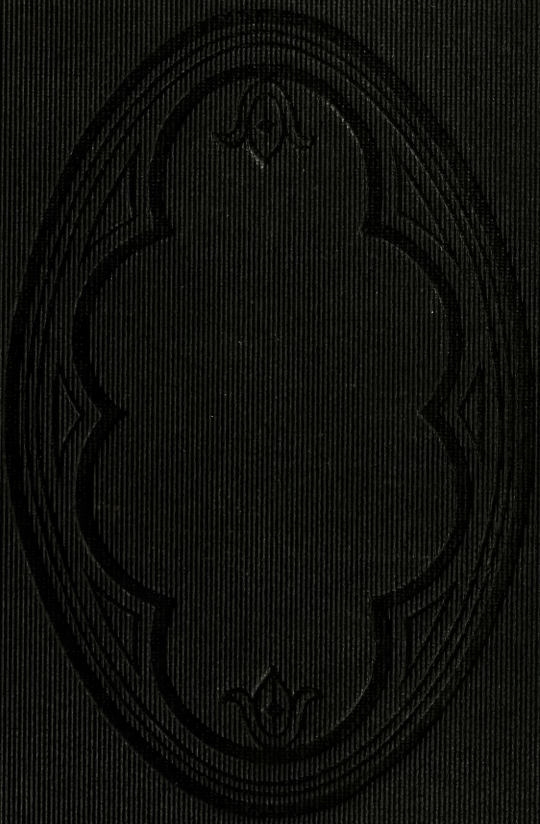

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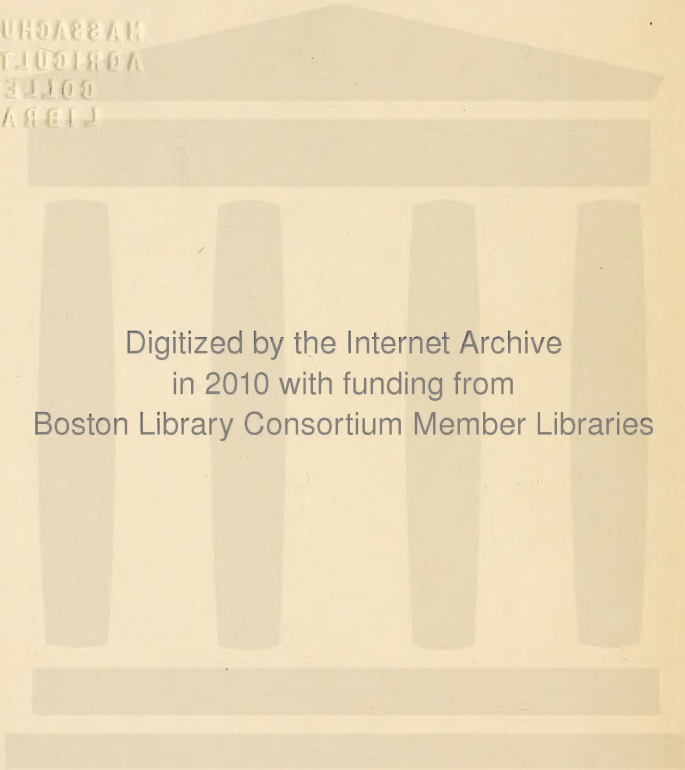

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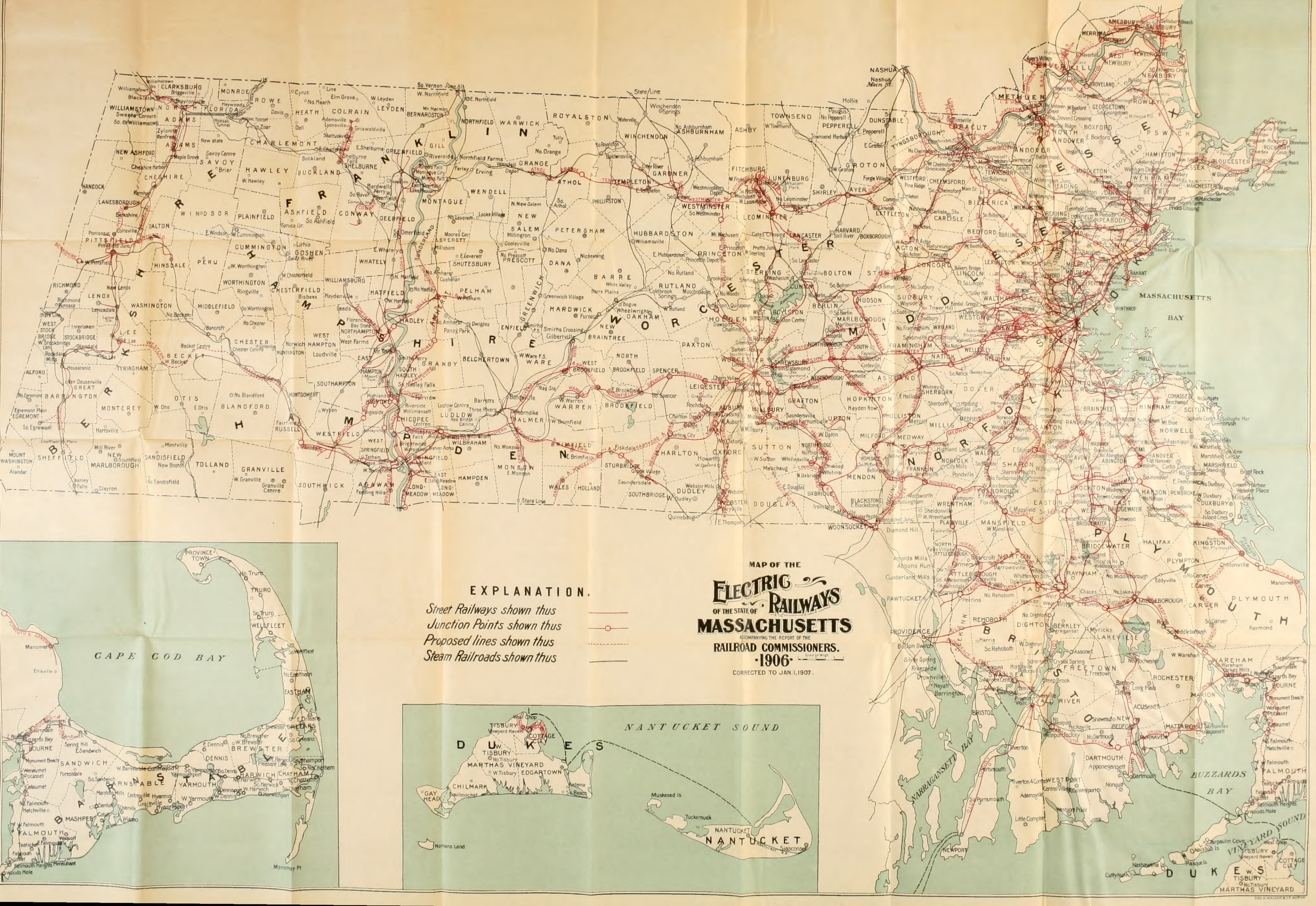
MAP OF THE
ELECTRIC RAILWAYS
OF THE STATE OF
MASSACHUSETTS
ACCOMPANYING THE REPORT OF THE
RAILROAD COMMISSIONERS.
·1906·
CORRECTED TO JAN. 1, 1907.
EXPLANATION.
Street Railways shown thus
Junction Points shown thus
Proposed lines shown thus
Steam Railroads shown thus
MASSACHUSETTS BAY
CAPE COD BAY
NANTUCKET SOUND
BUZZARDS BAY
VINEYARD SOUND
BERKSHIRE
FRANKLIN
HAMPSHIRE
HAMPDEN
WORCESTER
MIDDLESEX
ESSEX
SUFFOLK
NORFOLK
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DUKES
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Commonwealth of Massachusetts.

THIRTY-EIGHTH ANNUAL REPORT

OF THE

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JANUARY, 1907.

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JOHN Q. HENNIGAN, East Milton, ... Term expires October 1, 1907.
LEWELLYN H. MCLAIN, Melrose, ... Term expires October 1, 1909.

OFFICE, NO. 20 BEACON STREET, BOSTON

31638

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COMMISSIONERS' REPORT.

PART I.

RAILROAD CORPORATIONS AND STREET RAILWAY COMPANIES.

Commonwealth of Massachusetts.

To the Honorable Senate and House of Representatives in General Court assembled.

We respectfully submit the thirty-eighth annual report of the Board of Railroad Commissioners : —

RAILROADS.

Returns for the year ending June 30, 1906, have been received from forty-four railroad corporations, three less than last year. The Stockbridge and Pittsfield and the West Stockbridge having been consolidated with the Berkshire; the Providence and Springfield having been merged into the New York, New Haven and Hartford, these companies have made no returns.

During the past year there has been a net increase in the length of railroad line located in this state of .560 of a mile; there having been 1.040 miles of new track constructed connecting two divisions of the Boston and Maine railroad, and a decrease of .480 of a mile of track of one company by remeasurement. There was an increase of 11.510 miles of second main track and an increase of 46.670 miles of side track.

There are now in Massachusetts 2,105.660 miles of main and branch railroad track. The total length of railroad track within the state, including second, third and fourth main track and side track, is 4,548.884 miles.

Statistics.

Boston, Jan. 1, 1907.

Board of Railroad Commissioners, Hon. James F. Jackson, *Chairman*

Gentlemen: — I submit the following compilations of statistics from the returns of the several railroad companies to the Board for the year ending June 30, 1906.

The following table gives the length of railroad line and track in this state June 30, 1906, as compared with the previous year: —

In the following tables the 4.200 miles of road owned by the Hartford & Connecticut Western and operated by the Central New England are not included.

Railroad Mileage in Massachusetts, 1905 and 1906.

RAILROAD MILEAGE.	1905.	1906.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,105.100	2,105.660	.560
Length of second track, . . .	873.427	884.937	11.510
Length of third track, . . .	41.360	41.360	-
Length of fourth track, . . .	35.170	35.170	-
Length of side track, . . .	1,435.087	1,481.757	46.670
Total reckoned as single track,	4,490.144	4,548.884	58.740

Mileage Owned.

The total length of railroad line *owned* by the Massachusetts companies *in* and *out* of the state is 3,950.690[1] miles; and the total length of railroad track so owned is 8,015.434[3] miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1906, and the increase over the previous year, are stated in the following table: —

Mileage Owned by Massachusetts Companies, 1905 and 1906.

MILEAGE OWNED.	1905.	1906.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	3,787.850[1]	3,950.690[1]	162.840
Length of second track, . . .	1,332.517	1,389.087	56.570
Length of third track, . . .	100.980	100.980	-
Length of fourth track, . . .	94.790	94.790	-
Length of side track, . .	2,338.347[2]	2,479.887[2]	141.540
Total reckoned as single track,	7,654.484[3]	8,015.434[3]	360.950

[1] Includes 18.100 miles electric street railway.
[2] Includes 1.150 miles electric street railway.
[3] Includes 19.250 miles electric street railway track.

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the state, including roads operated under lease or contract as well as roads owned, is 4,931.960[1] miles; and the total length of track so operated is 9,526.764[5] miles, — as shown in detail, with the increase and decrease for the year, in the next table: —

Mileage Operated by Massachusetts Companies, 1905 and 1906.

MILEAGE OPERATED.	1905.	1906.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line,	4,962.100[1]	4,931.960[1]	30.140*
Length of second track,	1,443.197	1,482.467	39.270
Length of third track,	116.030	116.030	-
Length of fourth track,	108.490	108.490	-
Length of side track,	2,843.807[2]	2,887.817[3]	44.010
Total reckoned as single track,	9,473.624[4]	9,526.764[5]	53.140

* Decrease.

[1] Includes 45.980 miles electric street railway.

[2] Includes 3.580 miles electric street railway.

[3] Includes 3.490 miles electric street railway.

[4] Includes 49.560 miles electric street railway.

[5] Includes 49.470 miles electric street railway.

ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1906, were $556,247,093.61. The several classes of assets, and the increase or decrease in each class as compared with 1905, appear in the following table: —

Gross Assets, June 30, 1905 and 1906.

ASSETS.	1905.	1906.	Increase.
Construction,	$292,366,558	$309,558,390	$17,191,832
Equipment,	44,900,314	45,981,040	1,080,726
Land and buildings,	1,521,457	1,573,444	51,987
Stocks in other companies,	63,763,534	63,581,539	181,995*
Bonds in other companies,	14,756,156	15,786,077	1,029,921
Other permanent property,	2,368,328	11,752,817	9,384,489
Cash and current assets,	36,279,867	74,891,914	38,612,047
Miscellaneous assets,	28,754,467	33,121,873	4,367,406
Gross assets,	$484,710,681	$556,247,094	$71,536,413

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were $510,969,130.84. The several kinds of liabilities, and the amount of each as compared with 1905, are shown in the following table: —

Gross Liabilities, June 30, 1905 and 1906.

LIABILITIES.	1905.	1906.	Increase.
Capital stock,	$238,223,886	$242,033,936	$3,810,050
Funded debt,	159,098,294	213,182,069	54,083,775
Real estate mortgages,	683,300	683,300	–
Current liabilities,	38,759,169	41,158,344	2,399,175
Accrued liabilities,	4,322,648	13,911,482	9,588,834
Gross liabilities,[1]	$441,087,297	$510,969,131	$69,881,834
Surplus,[2]	43,623,384	45,277,963	1,654,579
Sinking and special funds,[3]	8,746,101	10,205,186	1,459,085

A comparison of the foregoing tables shows that there was an increase over the previous year of $71,536,413 in gross assets and an increase of $69,881,834 in gross liabilities, — a balance of $1,654,579 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

Gross Assets, Liabilities and Surplus for Ten Years, 1897–1906.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Per Cent Surplus to Capital.
1897,	$385,439,818	$367,353,742	$18,086,076	**8.78**
1898,	390,322,164	367,679,526	22,642,638	**11.01**
1899,	400,265,132	375,363,693	24,901,439	**11.68**
1900,	405,188,330	377,008,891	28,179,439	**13.03**
1901,	419,743,521	385,417,287	34,326,234	**16.32**
1902,	418,298,274	383,106,669	35,191,605	**16.70**
1903,	432,780,849	394,277,139	38,503,710	**16.33**
1904,	456,996,116	416,593,865	40,402,251	**17.02**
1905,	484,710,681	441,087,297	43,623,384	**18.31**
1906,	556,247,094	510,969,131	45,277,963	**18.71**

[1] Exclusive of sinking and other special funds.
[2] Includes premium on sales of stock and bonds.
[3] Included in surplus above.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the preceding table.

Funded and Floating Debt.

The aggregate funded debt of the companies, June 30, 1906, was $213,182,068.91 — an increase of $54,083,775.00 over the previous year, resulting from an addition and deductions as follows: —

Addition: —	
New York, New Haven & Hartford,	$54,942,125 00
Total addition to funded debt,	$54,942,125 00
Deductions: —	
Boston & Maine,	$98,000 00
Chatham,	3,000 00
Connecticut River,	350 00
Fitchburg,	7,000 00
Providence & Springfield (merged with New York, New Haven & Hartford),	750,000 00
Total deductions from funded debt,	$858,350 00
Net increase of funded debt,	$54,083,775 00

Unfunded Debt.

The amount of real estate mortgages outstanding June 30, 1906, was $683,300.00 — there being no change from the previous year.

The total unfunded debt, including the above mortgages, was $55,753,126.21 — an increase of $11,988,009.46 over the previous year.

The gross debt, funded and unfunded, was $268,935,195.12 — an increase of $66,071,784.46.

The net debt (the gross debt less $74,891,914.26 of cash and current assets) was $194,043,280.86 — an increase of $27,459,736.81.

In computing the net debt, the sum of $33,121,873.03 returned as "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1897–1906.

YEARS.	Funded Debt.	Unfunded Debt.[1]	Gross Debt.	Net Debt.[2]
1897, . . .	$135,816,380	$25,865,710	$161,682,090	$141,054,983
1898, . . .	140,554,407	21,358,612	161,913,019	141,997,181
1899, . . .	138,001,534	24,106,877	162,108,411	138,565,122
1900, . . .	136,024,534	24,771,094	160,795,628	135,577,061
1901, . . .	148,479,015	26,632,386	175,111,401	137,698,384
1902, . . .	149,777,542	22,602,341	172,379,883	136,471,224
1903, . . .	133,435,355	25,007,318	158,442,673	117,562,606
1904, . . .	152,841,358	26,328,621	179,169,979	142,978,537
1905, . . .	159,098,294	43,765,117	202,863,411	166,583,544
1906, . . .	213,182,069	55,753,126	268,935,195	194,043,281

[1] Including real estate mortgages. [2] Gross debt less cash and current assets.

Capital Stock and Dividends.

The aggregate capital stock of the forty-one Massachusetts corporations, June 30, 1906, was $242,033,935.72 — a net increase of $3,810,050.00 over the previous year, resulting from additions and deductions as follows: —

Additions: —	
Berkshire, ...	$478,700 00
Connecticut River, ...	480,000 00
New York, New Haven & Hartford, ...	3,357,100 00
Old Colony, ...	500,000 00
Total additions to capital stock, ...	$4,815,800 00
Deductions: —	
Providence & Springfield (merged with New York, New Haven & Hartford), ...	$517,450 00
Stockbridge & Pittsfield (consolidated with the Berkshire),	448,700 00
West Stockbridge (consolidated with the Berkshire), . .	39,600 00
Total deductions from capital stock, ...	$1,005,750 00
Net increase of capital stock, ...	$3,810,050 00

The total amount of dividends declared the last year was $15,551,-107.00 — an increase of $119,177.50 over the previous year. Twenty-six of the forty-one corporations declared dividends varying in rate from 1 to 14 per cent, and fifteen paid no dividends.

One company paid 14 per cent; three paid 10 per cent; two paid 9 per cent; one paid 8¾ per cent; four paid 8 per cent; one paid 7 per cent on common and 6 per cent on preferred; four paid 7 per cent; two paid 6 per cent; one paid 5¾ per cent; two paid 5 per cent; two paid 4 per cent; one paid 3 per cent; one paid 2½ per cent; and one paid two per cent.

The amount of capital stock of the twenty-six dividend paying companies was $239,935,795.70,[1] on which the average rate of dividend was 6.48 per cent.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, interest, taxes, rentals and other charges); the amount of dividends declared; and the average percentage of dividends to total capital stock, for each of the last ten years: —

Capital Stock, Net Income and Dividends, 1897–1906.

YEARS.	Capital Stock.	Net Divisible Income.	Dividends Declared.	Percentage to Total Capital Stock.
1897, . . .	$205,671,652	$11,467,847	$11,522,998	5.60
1898, . . .	205,766,507	11,823,827	11,599,462	5.64
1899, . . .	213,255,282	12,798,630	12,143,749	5.69
1900, . . .	216,213,263	13,665,720	12,498,947	5.78
1901, . . .	210,305,886	13,529,627	13,049,306	6.20
1902, . . .	210,726,786	13,818,341	13,201,264	6.26
1903, . . .	235,834,466	13,778,968	13,495,189	5.97
1904, . . .	237,423,886	14,821,360	14,985,816	6.35
1905, . . .	238,223,886	15,679,266	15,431,930	6.48
1906, . . .	242,033,936	16,348,523	15,551,107	6.43

[1] Including common stock on which, in the case of two of these companies, no dividend was paid.

Income and Expenditures.

The total income of the companies from all sources, for the year ending June 30, 1906, was $119,733,550.86, and the total expenditures, including dividends paid, were $118,936,135.31 — showing a net surplus for the year of $797,415.55 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows: —

Total Income, 1905 and 1906.

INCOME.	1905.	1906.	Increase.
Gross earnings from operation,	$98,899,225[1]	$105,954,452[2]	$7,055,227
Rentals from lease of road,	10,881,486	10,755,547	125,939*
Income from other sources,	2,062,093	3,023,552	961,459
Total income,	$111,842,804	$119,733,551	$7,890,747

* Decrease.

[1] Includes $201,140 from electric street railways.

[2] Includes $203,891 from electric street railways.

The items of the total expenditures, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table: —

Total Expenditures, 1905 and 1906.

EXPENDITURES.	1905.	1906.	Increase.
Expenses of operation,	$71,393,485[1]	$73,885,985[2]	$2,492,500
Interest on debt and loans,	7,119,751	8,140,914	1,021,163
Taxes,	5,355,354	5,954,528	599,174
Rentals of leased roads,	11,939,953	11,695,915	244,038*
Other charges on income,	354,995	3,707,686	3,352,691
Dividends paid,	15,431,930	15,551,107	119,177
Total expenditures,	$111,595,468	$118,936,135	$7,340,667
Surplus for the year,	247,336	797,416	550,080

* Decrease.

[1] Includes $185,593 for operating electric street railways.

[2] Includes $213,898 for operating electric street railways.

Earnings and Expenses of Operation.

The gross earnings and expenses of operation the last year are classified, and compared with those of the previous year, in the following table: —

Gross Earnings and Expenses of Operation, 1905–1906.

EARNINGS AND EXPENSES.	1905.	1906.	Increase.
Revenue from passengers,	$37,599,848[1]	$39,799,834[2]	$2,199,986
from mails, express, etc.,	6,751,294	7,062,182	310,888
Revenue from freight,	52,304,265	56,863,495	4,559,230
from elevators, etc.,	1,135,175	1,043,516	91,659*
Other earnings from operation,	1,108,643	1,185,425	76,782
Gross earnings from operation,	$98,899,225[3]	$105,954,452[4]	$7,055,227
Operating expenses,	71,393,485[5]	73,885,985[6]	2,492,500
Net earnings from operation,	$27,505,740	$32,068,467	$4,562,727

* Decrease.

[1] Includes $200,639 from electric street railways.
[2] Includes $203,386 from electric street railways.
[3] Includes $201,140 from electric street railways.
[4] Includes $203,891 from electric street railways.
[5] Includes $185,593 for electric street railways.
[6] Includes $213,898 for electric street railways.

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from operation, and the gross earnings from operation, on each of the three leading roads for the last year, and on all of the roads for each of the past ten years: —

Gross Earnings from Operation (Three Roads) in 1906.

RAILROAD COMPANIES.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
Boston & Albany,	$5,334,307	$5,870,769	$415,421	$11,620,497
Boston & Maine,	15,235,420[1]	23,717,913	260,870	39,214,203
N. Y., N. H. & Hartford,	25,252,124	27,247,118	485,080	52,984,322

[1] Includes $203,891 from electric street railways.

Gross Earnings from Operation for Ten Years, 1897–1906.

YEARS.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
1897, . . .	$34,745,628	$36,514,714	$674,431	$71,934,773
1898, . . .	34,680,057	38,204,984	714,493	73,599,534
1899, . . .	35,325,236	39,310,129	794,697	75,430,062
1900, . . .	37,732,243	43,625,099	833,951	82,191,293
1901, . . .	37,788,899	43,883,434	713,253	82,385,586
1902, . . .	39,959,789	45,984,272	976,504	86,920,565
1903, . . .	42,524,082	49,717,755	1,084,095	93,325,932
1904, . . .	43,248,333	51,000,810	1,031,205	95,280,348
1905, . . .	44,351,142	53,439,440	1,108,643	98,899,225
1906, . . .	46,862,016	57,907,011	1,185,425	105,954,452

Ratio of Operating Expenses to Gross Earnings.

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from operation of the three leading companies for the last year, and of all the companies for ten years: —

Ratio of Operating Expenses to Gross Earnings (Three Roads) in 1906.

RAILROAD COMPANIES.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
Boston & Albany, .	$11,620,497	$7,458,625	**64.19**	$4,161,872
Boston & Maine, . .	39,214,203[1]	29,353,369[2]	**74.85**	9,860,834
N. Y., N. H. & Hartford,	52,984,322	35,222,586	**66.48**	17,761,736

[1] Includes $203,891 from electric street railways.
[2] Includes $213,898 for electric street railways.

Ratio of Operating Expenses to Gross Earnings, 1897–1906.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
1897,	$71,934,773	$49,413,299	68.69	$22,521,474
1898,	73,599,534	50,890,883	69.28	22,708,651
1899,	75,430,061	51,490,351	68.26	23,939,710
1900,	82,191,293	56,900,642	69.23	25,290,651
1901,	82,385,586	57,293,591	69.54	25,091,995
1902,	86,920,565	61,355,821	70.59	25,564,744
1903,	93,325,932	67,774,864	72.62	25,551,068
1904,	95,280,348	69,145,285	72.57	26,135,063
1905,	98,899,225	71,393,485	72.19	27,505,740
1906,	105,954,452	73,885,985	69.73	32,068,467

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the three leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables: —

Earnings and Expenses per Mile of Road Operated (Three Roads) in 1906.

RAILROAD COMPANIES.	Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany,	$29,607	$19,003	$10,604
Boston & Maine,	17,408[1]	13,003[1]	4,405
N. Y., N. H. & Hartford,	25,759	17,124	8,635

[1] Not including electric street railways.

Earnings and Expenses per Mile of Road Operated, 1897–1906.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1897,	$15,229	$10,461	$4,768	1902,	$17,785	$12,554	$5,231
1898,	15,571	10,766	4,805	1903,	19,020	13,813	5,207
1899,	15,773	10,767	5,006	1904,	19,304	14,009	5,295
1900,	16,894	11,696	5,198	1905,	19,931	14,388	5,543
1901,	16,864	11,728	5,136	1906,	21,483	14,981	6,502

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows: —

Earnings and Expenses per Total Revenue-Train Mile, 1897–1906.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1897, .	$1.638	$1.125	$0.513	1902, .	$1.853	$1.308	$0.545
1898, .	1.637	1.132	.505	1903, .	1.887	1.370	.517
1899, .	1.653	1.128	.525	1904, .	1.864	1.352	.512
1900, .	1.791	1.240	.551	1905, .	1.936	1.398	.538
1901, .	1.825	1.269	.556	1906, .	2.020	1.408	.612

Earnings and Expenses per Revenue-Train Mile (Three Roads) in 1906.

RAILROAD COMPANIES.	Gross Earnings per Passenger-Train Mile.	Gross Earnings per Freight-Train Mile.	Per Total Revenue-Train Mile.		
			Gross Earnings.	Operating Expenses.	Net Earnings.
Boston & Albany, . .	$1.499	$2.308	$1.905	$1.223	$0.682
Boston & Maine, . .	1.299[1]	2.499	1.852[1]	1.384	.468
N. Y., N. H. & Hartford,	1.643	3.431	2.273	1.511	.762

[1] Not including electric street railways.

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the three leading railroads of the state, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

Earnings and Expenses per Total Train Mile.

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the three leading roads for the last two years, are stated in the following tables: —

Earnings and Expenses per Total Train Mile, 1897–1906.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1897, .	$1.296	$0.890	$0.406	1902, .	$1.359	$0.959	$0.400
1898, .	1.304	.902	.402	1903, .	1.383	1.004	.379
1899, .	1.335	.911	.424	1904, .	1.381	1.002	.379
1900, .	1.392	.964	.428	1905, .	1.462	1.055	.407
1901, .	1.350	.939	.411	1906, .	1.527	1.065	.462

Earnings and Expenses per Total Train Mile (Three Roads) in 1905 and 1906.

RAILROAD COMPANIES.	Gross Earnings.		Operating Expenses.		Net Earnings.	
	1905.	1906.	1905.	1906.	1905.	1906.
Boston & Albany, . .	$1.731	$1.865	$1.164	$1.197	$0.567	$0.668
Boston & Maine, . .	1.233[1]	1.263[1]	.905[1]	.943[1]	.328[1]	.320[1]
N. Y., N. H. & Hartford,	1.656	1.763	1.187	1.172	.469	.591

[1] Not including electric street railways.

Volume of Traffic.

Train Mileage.

The total number of miles run by passenger trains (including in the passenger train mileage one-quarter of the mixed train mileage) the last year, on the roads of all the companies, was 31,930,025 — an increase of 370,009 miles over the previous year; by freight trains (including three-quarters of the mixed train mileage), 20,531,721 — an increase of 1,013,085 miles; and by all other trains 16,924,573 — an increase of 359,113 miles, making the total number of miles run

by trains of all kinds 69,386,319 — an increase of 1,742,207 miles over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table : —

Train Mileage for Ten Years, 1897–1906.

YEARS.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
1897, . . .	26,236,109	17,452,890	11,834,184	55,523,183
1898, . . .	27,046,501	17,721,128	11,666,838	56,434,467
1899, . . .	27,749,110	17,691,524	11,067,915	56,508,549
1900, . . .	28,220,270	17,680,269	13,151,881	59,052,420
1901, . . .	28,528,070	16,624,823	15,888,988	61,041,881
1902, . . .	29,651,287	17,261,795	17,032,739	63,945,821
1903, . . .	30,925,409	18,523,087	18,031,805	67,480,301
1904, . . .	31,876,672	19,250,202	17,874,984	69,001,858
1905, . . .	31,560,016	19,518,636	16,565,460	67,644,112
1906, . . .	31,930,025	20,531,721	16,924,573	69,386,319

The next table shows the train mileage on each of the three leading railroads of the state for the last year : —

Train Mileage (Three Roads) in 1906.

RAILROAD COMPANIES.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
Boston & Albany, . .	3,557,435	2,543,212	131,386	6,232,033
Boston & Maine, . . .	11,571,562	9,490,322	9,834,267	30,896,151
N. Y., N. H. & Hartford,	15,371,061	7,942,313	6,740,689	30,054,063

Passenger Traffic.

The total number of passengers carried the last year was 137,834,000[1] — an increase of 10,394,434 passengers over the previous year. Each passenger on the steam roads travelled on the average a distance of 17.41 miles, making the total passenger mileage 2,342,560,774.[2]

[1] Includes 3,249,179 on electric street railways.

[2] Not including electric street railways.

The total volume of passenger traffic for each of the last ten years is shown in the following table: —

Passenger Mileage for Ten Years, 1897–1906.

YEARS.	Passengers Carried.	Average Journey. (Miles).	Total Passenger Mileage.	Average Passengers per Train Mile.
1897, . . .	102,743,890	16.29	1,674,175,174	64
1898, . . .	101,940,722	16.47	1,678,640,940	63
1899, . . .	102,043,980	16.82	1,716,081,605	62
1900, . . .	108,768,303	17.08	1,858,253,279	66
1901, . . .	108,758,528	17.09	1,859,200,923	65
1902, . . .	115,645,897	17.14	1,982,170,406	67
1903, . . .	123,162,793	17.16	2,112,874,995	68
1904, . . .	124,483,665[1]	17.49[2]	2,133,524,260[2]	67[2]
1905, . . .	127,439,566[3]	17.75[2]	2,205,586,782[2]	70[2]
1906, . . .	137,834,000[4]	17.41[2]	2,342,560,774[2]	73[2]

[1] Includes 2,567,868 on electric street railways.
[2] Not including electric street railways.
[3] Includes 3,205,299 on electric street railways.
[4] Includes 3,249,179 on electric street railways.

The passenger mileage on the three leading railroads during the last year was as follows: —

Passenger Mileage (Three Roads) in 1906.

RAILROAD COMPANIES.	Passengers Carried.	Average Journey (Miles).	Total Passenger Mileage.	Average Passengers per Train Mile.
Boston & Albany, .	10,959,511	24.11	264,263,062	74
Boston & Maine, . .	44,597,405[1]	17.90[2]	739,950,909[2]	64[2]
N. Y., N. H. & Hartford,	69,219,147	18.14	1,255,625,792	82

[1] Includes 3,249,179 carried on electric street railways.
[2] Not including electric street railways.

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 50,464,667 — an increase of 4,590,018 tons over the previous year. Each ton of freight was hauled on the average a distance of 91.43 miles, making the total freight mileage 4,613,873,938 — an increase of 379,382,655 tons hauled one mile, over the previous year.

Freight Mileage for Ten Years, 1897–1906.

YEARS.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
1897, ...	33,276,416	84.80	2,821,770,240	160
1898, ...	35,338,724	85.54	3,022,770,499	172
1899, ...	36,228,084	88.65	3,211,643,434	182
1900, ...	40,316,711	85.81	3,459,439,263	195
1901, ...	39,463,814	89.07	3,515,066,493	211
1902, ...	41,440,170	86.70	3,592,963,862	208
1903, ...	43,992,978	89.31	3,928,993,919	212
1904, ...	43,727,514	90.22	3,945,026,293	205
1905, ...	45,874,649	92.31	4,234,491,283	217
1906, ...	50,464,667	91.43	4,613,873,938	225

The preceding table gives the total volume of freight traffic for each of the last ten years.

The next table gives the freight mileage on the three leading roads for the last year : —

Freight Mileage (Three Roads) in 1906.

RAILROAD COMPANIES.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
Boston & Albany, .	5,850,785	111.48	652,269,923	256
Boston & Maine, .	22,549,467	89.16	2,010,500,035	212
N. Y., N. H. & Hartford,	20,259,296	93.22	1,888,605,411	238

Fares and Freights.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last thirty years, as ascertained from the annual returns to the Board, is given in the following table: —

Average Passenger Fare per Mile (All Massachusetts Roads) for 30 Years, 1877 to 1906.

YEARS.	Fares.	YEARS.	Fares.	YEARS.	Fares.
	Cents.		Cents.		Cents.
1877, . .	2.22	1887, . .	1.85	1897, . .	1.80
1878, . .	2.18	1888, . .	1.90	1898, . .	1.78
1879, . .	2.11	1889, . .	1.87	1899, . .	1.77
1880, . .	2.05	1890, . .	1.82	1900, . .	1.75
1881, . .	2.02	1891, . .	1.83	1901, . .	1.75
1882, . .	2.00	1892, . .	1.83	1902, . .	1.73
1883, . .	2.00	1893, . .	1.83	1903, . .	1.73
1884, . .	1.92	1894, . .	1.80	1904, . .	1.72[1]
1885, . .	1.88	1895, . .	1.78	1905, . .	1.70[1]
1886, . .	1.88	1896, . .	1.79	1906, . .	1.70[1]

[1] Does not include electric street railways.

The following table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1904 to 1906 inclusive: —

Average Passenger Fare per Mile (Five Roads) in 1870, 1880, 1890 and 1904–1906.

RAILROAD COMPANIES.	1870.	1880.	1890.	1904.	1905.	1906.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.78	2.09	1.86	1.68	1.64	1.66
Boston & Maine, ...	2.14	2.14	1.83	1.78[1]	1.76	1.77[1]
Fitchburg, ...	2.56	1.88	1.91	–	–	–
New England, ...	–	2.12	1.96	–	–	–
N. Y., N. H. & Hartford, . .	2.38	1.92	1.73	1.73	1.70	1.68
All five companies, . .	2.40	2.01	1.81	1.74	1.71	1.71

[1] Does not include electric street railways.

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this state are shown for the same years and intervals of years, for all of the roads and for the same group of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last thirty years : —

Average Freight Rate per Ton Mile (All Massachusetts Roads) for 30 Years, 1877 to 1906.

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1877, . .	2.07	1887, . .	1.62	1897, . .	1.25
1878, . .	1.92	1888, . .	1.55	1898, . .	1.22
1879, . .	1.82	1889, . .	1.50	1899, . .	1.18
1880, . .	1.84	1890, . .	1.45	1900, . .	1.22
1881, . .	1.71	1891, . .	1.42	1901, . .	1.20
1882, . .	1.71	1892, . .	1.36	1902, . .	1.24
1883, . .	1.72	1893, . .	1.39	1903, . .	1.23
1884, . .	1.64	1894, . .	1.33	1904, . .	1.27
1885, . .	1.59	1895, . .	1.28	1905, . .	1.14
1886, . .	1.64	1896, . .	1.28	1906, . .	1.23

The following table shows the average rate per ton mile on the *five* leading railroads of the state, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1904 to 1906 : —

Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1904–1906.

RAILROAD COMPANIES.	1870.	1880.	1890.	1904.	1905.	1906.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.19	1.21	1.11	0.99	0.93	0.90
Boston & Maine, ...	4.45	2.56	1.76	1.18	1.15	1.16
Fitchburg, ...	4.81	1.37	0.99	–	–	–
New England, ...	–	2.86	1.22	–	–	–
N. Y., N. H. & Hartford, . .	4.09	2.41	2.07	1.42	1.41	1.41
All five companies, . .	2.95	1.65	1.44	1.26	1.23	1.23

Cost of Repairs, Wages and Fuel.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the three leading roads for the last year, appears in the following tables: —

Cost of Repairs, etc., per Total Train Mile, 1901–1906.

REPAIRS, WAGES, ETC.	1901.	1902.	1903.	1904.	1905.	1906.
Repair of roadbed,[1]	$0.101	$0.105	$0.098	$0.100	$0.104	$0.107
Renewal of rails,	.005	.005	.004	.007	.006	.013
Repair of bridges,	.014	.016	.016	.016	.022	.027
Repair of locomotives,	.055	.053	.049	.056	.070	.072
Repair of passenger cars,	.039	.041[2]	.070[2]	.059[2]	.065[2]	.072[2]
Repair of freight cars,	.040	.166[3]	.096[3]	.116[3]	.116[3]	.122[3]
Wages,	.324	.329	.343	.356	.369	.363
Fuel,	.119	.130	.174	.157	.156	.157
Totals,	$0.697	$0.875	$0.850	$0.867	$0.908	$0.933

[1] Including renewal of ties.
[2] Per total passenger train mile.
[3] Per total freight train mile.

Cost of Repairs, etc., per Total Train Mile (Three Roads) in 1906.

REPAIRS, WAGES, ETC.	Boston & Albany.	Boston & Maine.	N. Y., N. H. & Hartford.
Repair of roadbed,[1]	$0.121	$0.111	$0.103
Renewal of rails,	.009	.015	.012
Repair of bridges,	.046	.008	.042
Repair of locomotives,	.082	.065	.081
Repair of passenger cars,[2]	.053	.080	.073
Repair of freight cars,[3]	.138	.111	.137
Wages,	.363	.319	.414
Fuel,	.196	.146	.163
Totals,	$1.008	$0.855	$1.025

[1] Including renewal of ties.
[2] Per total passenger-train mile.
[3] Per total freight-train mile.

The next table gives the cost of repairs per locomotive and per car on each of the same three roads the last year: —

Cost of Repairs per Locomotive and per Car (Three Roads) in 1906.

RAILROAD COMPANIES.	Per Locomotive.	Per Passenger Car.[1]	Per Freight Car.
Boston & Albany, . . .	$1,740 84	$506 25	$107 96
Boston & Maine, ...	1,926 95	562 58	60 38
N. Y., N. H. & Hartford, . .	2,153 54	518 22	56 54

[1] Including baggage, express and mail cars.

Rolling Stock.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years: —

Schedule of Rolling Stock, 1900–1906.

ROLLING STOCK.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Locomotives, .	2,102	2,169	2,202	2,277	2,390	2,528	2,509
Passenger cars, .	3,161	3,255	3,263	3,338	3,508	3,528	3,610
Baggage, express and mail cars, .	610	566	627	650	654	686	702
Freight cars, . .	34,292	33,801	33,452	34,825	37,938	37,009	40,203
Gravel cars, etc., .	1,980	1,850	1,801	1,865	1,887	1,947	1,976

Number of Employees.

The average number of persons employed during the last year by all the railroad companies making returns to the Board was 63,575, an increase of 2,011 over the previous year. The following table gives the average number of employees for each of the last ten years: —

Average Number of Employees, 1897–1906.

YEARS.	Number of Employees.	YEARS.	Number of Employees.
1897, ...	50,924	1902, ...	56,388
1898, ...	51,602	1903, ...	58,888
1899, ...	51,881	1904, ...	60,156
1900, ...	53,045	1905, ...	61,564
1901, ...	53,564	1906, ...	63,575

Grade Crossings.

The number returned of grade crossings of highway and railroad in the state is 1,868, of which 1,100 are protected by gates or flagmen, or both, and 768 are unprotected.

Respectfully submitted,

Fred E. Jones,
Statistician.

Summary of Railroad Accidents.

The number of persons killed and injured on the railroads in Massachusetts during the year ending June 30, 1906, as reported by the several companies, together with the number reported in each of the preceding ten years, is shown by the following table : —

Number of Persons Killed and Injured on Railroads in Massachusetts, 1896–1906.

YEAR ENDING JUNE 30.	PASSENGERS.		EMPLOYEES.		TRAVELLERS ON HIGHWAY AT GRADE CROSSINGS.[1]		TRESPASSERS.		UNCLASSIFIED.		TOTAL.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Total.
1896,	10	79	74	504	38	36	152	132	–	–	274	751	1,025
1897,	1	62	70	467	37	38	140	104	–	–	248	671	919
1898,	6	142	49	535	28	55	145	117	–	–	228	849	1,077
1899,	10	195	63	527	34	42	105	96	–	–	212	860	1,072
1900,	4	89	51	479	30	49	136	89	–	–	221	706	927
1901,	4	33	61	323	25	19	89	57	–	–	179	432	611
1902,	11	104	71	486	29	19	124	62	–	–	235	671	906
1903,	7	49	95	466	33	19	128	44	–	–	263	578	841
1904,	4	70	87	417	31	29	139	75	3	7	264	598	862
1905,	6	49	80	438	25	14	142	61	11	15	264	577	841
Total,	63	872	701	4,642	310	320	1,300	837	14	22	2,388	6,693	9,081
Average,	6	87	70	464	31	32	130	84	–	–	239	669	908
1906,	22	126	64	437	28	32	126	77	11	8	251	680	931

[1] Includes persons killed and injured while crossing tracks at stations in each of the years 1896-1903, inclusive.

In addition to the above, there were reported during the year 49 accidents which, while involving serious detention of passenger trains, resulted in no personal injury.

The total number of persons killed and injured during the year ending June 30, 1906, namely, 931, shows an increase of 90 over the number reported for the preceding fiscal year, and an increase of 23 over the average number reported annually for the preceding ten years. Of the whole number of casualties, 251 were fatal, as against 264 reported for the year ending June 30, 1905, and as against 239, the average number of fatalities reported annually for the preceding ten years; while 680 were not fatal, as against 577 reported during the year ending June 30, 1905, and as against an average of 669 for the preceding ten-year period.

Of the total number of persons injured, 51 were children, of whom 24 were fatally injured.

Thirty-three persons were killed and 68 injured at stations during the year.

The following table shows the percentage of passengers, employees, travellers on highway at grade crossings, and trespassers respectively killed and injured during the year ending June 30, 1906: —

	Killed.	Injured.	Total.
Passengers,	8.76	18.53	15.90
Employees,	25.50	64.27	53.81
Travellers on highway at grade crossings,	11.16	4.70	6.45
Trespassers,	50.20	11.32	21.80
Unclassified,	4.38	1.18	2.04
Total,	100.00	100.00	100.00

Passengers.

Twenty-two passengers were killed and 126 injured during the year. Of the total fatalities to passengers, 18 were reported to have occurred from causes beyond their control and 4 as the result of imprudence on the part of the passengers.

Of the number injured, namely, 126, 99 were reported injured from causes beyond their control, while 27 were reported injured through their own fault. The total number of passengers killed and injured during the preceding year was 6 and 49, respectively. The average number of passengers killed and injured annually during the ten years, 1896–1905, was 6 and 87, respectively.

The following table shows the ratio of passengers killed and injured to the total number of passengers carried and miles travelled by passengers on railroads in Massachusetts during the year ending June 30, 1906 : —

PASSENGERS CARRIED, ETC.	1905.	1906.
Total number of passengers carried in Massachusetts,[1]	99,897,358	107,667,857
Total miles travelled in Massachusetts,[1]	1,764,469,426	1,874,048,619
Passengers *killed* by causes beyond their control,	0	18
Ratio to total passengers carried,	–	1 to 5,981,548
Ratio to total miles travelled,	–	1 to 104,113,812
Passengers *injured* by causes beyond their control,	29	99
Ratio to total passengers carried,	1 to 3,444,736	1 to 1,087,554
Ratio to total miles travelled,	1 to 60,843,773	1 to 18,929,784
Passengers *killed* by their own fault or want of care,	6	4
Ratio to total passengers carried,	1 to 16,649,560	1 to 26,916,964
Ratio to total miles travelled,	1 to 294,078,238	1 to 468,512,155
Passengers *injured* by their own fault or want of care,	20	27
Ratio to total passengers carried,	1 to 4,994,868	1 to 3,987,698
Ratio to total miles travelled,	1 to 88,223,471	1 to 69,409,208

[1] The total number of passengers carried and the total miles travelled in Massachusetts are estimated to be about 80 per cent of the total number carried and travelled on the several roads, both in and out of the State.

Employees.

During the year 64 employees were killed and 437 were injured, as against 80 killed and 438 injured during the preceding twelve months. The average number of employees killed and injured annually during the preceding ten years was 70 and 464, respectively.

The following table shows the character of accidents to employees during the year ending June 30, 1906 : —

CHARACTER OF ACCIDENT.	1905.		1906.	
	Killed.	Injured.	Killed.	Injured.
Collision,	3	56	6	30
Derailment,	1	12	–	13
Overhead and side obstructions,	6	25	3	34
Coupling and uncoupling,	11	58	4	27
Falling,	11	115	16	144
Engine accidents,	1	19	–	10
Walking on or crossing tracks,	29	29	25	23
Getting on or off cars, trains, etc.,	5	30	3	50
Other,	13	94	7	106
Total,	80	438	64	437

Grade Crossings.

The number of travellers on highway killed at grade crossings during the year was 28 and the number injured 32, as against 25 killed and 14 injured during the preceding year.

Of the total number killed, 17 were killed at grade crossings protected by gates, flagmen or otherwise ; 6 at unprotected crossings, and 5 at private crossings (three of which were protected and two unprotected). Of the total number injured, namely, 32, 19 were injured at protected crossings, 10 at unprotected crossings, and 3 at private crossings (two of which were protected and one was unprotected).

The following table shows, for the year ending June 30, 1906, the number and character of accidents at grade crossings on the different railroads : —

Accidents at Grade Crossings during the Year ending June 30, 1906.

RAILROADS.	PROTECTED CROSSINGS.				UNPROTECTED CROSSINGS.				TOTAL.				AT PRIVATE CROSSINGS.	
	Number.	Killed.	Injured.	Ratio of Accidents to Crossings.	Number.	Killed.	Injured.	Ratio of Accidents to Crossings.	Number.	Killed.	Injured.	Ratio of Accidents to Crossings.	Killed.	Injured.
Attleborough Branch,	3	–	–	–	11	–	–	–	14	–	–	–	–	–
Boston & Albany,	59	2	4	1 to 10	138	–	–	–	197	2	4	1 to 33	1	–
Boston & Maine,	512	11	7	1 to 28	240	2	4	1 to 40	752	13	11	1 to 31	1 [1]	–
Boston, Revere Beach & Lynn,[2]	10	–	–	–	–	–	–	–	10	–	–	–	–	2 [1]
Cape Ann Granite,	2	–	–	–	–	–	–	–	2	–	–	–	–	–
Grafton & Upton,	–	–	–	–	29	–	–	–	29	–	–	–	–	–
Nantucket Central,[2]	5	–	–	–	–	–	–	–	5	–	–	–	–	–
New London Northern,	4	–	–	–	41	–	–	–	45	–	–	–	–	–
New York, New Haven & Hartford,	505	4	8	1 to 42	309	4	6	1 to 31	814	8	14	1 to 37	3 [3]	1
Totals for the year,	1,100	17	19	1 to 31	768	6	10	1 to 48	1,868	23	29	1 to 36	5	3
Totals for the year ending June 30, 1905.	1,099	18	13	1 to 35	804	6 [4]	1 [5]	1 to 115	1,903	24	14	1 to 50	1	–

[1] At protected crossings. [2] A narrow-gauge railroad. [3] Two were at protected crossings.
[4] Includes 3 persons killed at crossings protected a part of the time but unprotected at time of accident.
[5] Injured at crossing protected a part of the time but unprotected at time of accident.

Trespassers.

The total number of trespassers killed during the year ending June 30, 1906, was 126. The number of trespassers injured was 77. During the preceding year 142 trespassers were killed and 61 injured, while the average number killed and injured annually for the preceding ten years was 130 and 84, respectively.

There were 11 persons killed and 8 injured whose proper classification in the reports of accidents was indeterminable.

Railroad Bridges.

To the Massachusetts Board of Railroad Commissioners, Hon. James F. Jackson, *Chairman.*

Gentlemen: — I beg leave to present the following statement regarding the bridges on the steam railroads of the Commonwealth. The following tables, which are similar to those published in previous reports, give statistics regarding the number and kind of bridges.

Table I. gives total number of bridges of each type.

Table II. gives the total length of bridges of stone, wood and metal.

Table III. gives a summary of the bridge work done during the year ending June 30, 1906.

TABLE I. — *Number and Description of Railroad Bridges in Massachusetts, June 30, 1906.*

RAILROADS.	Pile Bridges.	Steel and Wooden Trestles.	Wooden Stringers.	Braced or Trussed Stringers.	Wooden or Combination Trusses.	Stone or Brick Arches.	I-Beams.	Plate Girders.	Metal Riveted Trusses.	Metal Pin-connected Trusses.	Rails.	Pin-connected Metal Swing Bridges.	Metal Folding, Rolling Lift or Jack-knife Draws.	Pratt, Howe or other Wooden Jack-knife Draws.	Plate Girder Swing Bridges.	Trussed Beam Swing Draws.	Total Spans Stone Bridges.	Total Wooden and Combination Bridges (Fixed Spans).	Total Metal Bridges (Fixed Spans).	Total Movable Bridges.	Grand Totals.	Total Length of Pile and Trestle Bridging (Approximate).
Boston & Albany, ...	7	4	–	–	1	50	55	98	64	–	–	–	2	2	–	–	50	12	217	4	283	3,332
Boston & Maine, ...	61	18[1]	66	6[2]	18	92	79	293	65	48	–	1	1	10	2	1	92	167	487	15	761	21,849
Boston, Revere Beach & Lynn, .	5	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	5	–	2	7	5,055
Grafton & Upton, ...	1	–	3	–	1	1	–	1	–	–	–	–	–	–	–	–	1	5	1	–	7	48
New London Northern, . . .	5	3	8	1	1	1	2	19	12	4	–	–	–	–	–	–	1	18	37	–	56	558
New York, New Haven & Hartford,	78	9	85	3	11	129	50	416	14	27	11	2	1	3	1	–	129	186	518	7	840	14,779
Totals, ...	157	34	162	10	32	273	186	827	155	79	11	3	5	15	4	1	273	393	1,260	28	1,954	45,621
Deduct as counted twice, . .	–	–	–	–	–	–	–	4	–	–	–	–	–	–	–	–	–	–	4	–	4	–
Net totals, ...	157	34	162	10	32	273	186	823	155	79	11	3	5	15	4	1	273	393	1,256	28	1,950	45,621

[1] Including one steel trestle.

[2] Including one steel stringer.

TABLE II. — *Length of Bridging of Wood, Stone, and Metal, June 30, 1906.*

RAILROADS.	WOODEN BRIDGES.		STONE BRIDGES.		METAL BRIDGES.	
	Number.	Total Length (Feet).	Number.	Total Length (Feet).	Number.	Total Length (Feet).
Boston & Albany,	14	3,479	50	1,260	219	11,650
Boston & Maine,	178	24,269	92	1,871	491	26,575
Boston, Revere B. & Lynn,	5	5,055	–	–	2	130
Grafton & Upton,	5	130	1	15	1	46
New London Northern,	18	757	1	19	37	2,719
N. Y., N. H. & Hartford,	189	17,300	139	3,422	522	23,172
Totals,	409	50,990	283	6,587	1,272	64,292

TABLE III. — *Bridge Work Done in the Year ending June 30, 1906.*

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT OR REPLACED.			BRIDGES STRENGTHENED OR EXTENSIVELY REPAIRED.		
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.
Boston & Albany,	–	–	1	1	–	9	–	–	6
Boston & Maine,	–	1	18	10 [1]	–	6 [2]	5	–	–
Boston, Revere Beach & Lynn,	–	–	–	–	–	–	–	–	–
New London Northern,	–	–	–	–	–	5	–	–	–
N. Y., N. H. & Hartford,	–	4	8	6 [3]	–	–	6	–	–
Totals,	–	5	27	17	–	20	11	–	6

[1] Two as metal, six as wood and two as concrete.
[2] Six spans abandoned.
[3] Five as wood, one as reinforced concrete.

Explaining Table III. more in detail, the work that has been done by the different companies during the year is as follows: —

On the Boston & Albany Railroad, the long bridge across the Connecticut River at Springfield, consisting of seven spans of riveted trusses, has been rebuilt; six other spans of riveted trusses have been strengthened; and the bridge across the Charles River on the Grand Junction branch, consisting of a pile structure, a jack-knife steel draw, and two spans of plate girder has been rebuilt, one additional plate girder span having been put in.

On the New London Northern Railroad the bridge at Millers Falls, which consisted of three spans of riveted trusses and two plate girder spans, has been rebuilt. The old structure was erected less than twenty years ago.

On the Boston & Maine Railroad the work done on the different divisions is as follows: On the Eastern Division three pile bridges have been rebuilt. On the Western Division the only work done has been in connection with the separation of grades at Haverhill, where the bridge across the Merrimac River was raised, and thirteen new plate girder spans and one concrete arch span constructed. On the Southern Division five plate girder spans and one riveted lattice span have been abandoned at Lowell; one new plate girder span has been built in eliminating a grade crossing; one pile bridge and one braced wooden stringer have been rebuilt; and on the Central Massachusetts line one wooden trestle and one wooden stringer have been replaced by concrete arches. On the Connecticut River Division two new plate girder spans have been built. On the Fitchburg Division two Howe truss spans which were burned at Fitchburg have been replaced by plate girders; two new plate girder spans have been built in eliminating grade crossings; and the long bridge across the Connecticut River at Millers Falls has been strengthened by adding wooden arches to the five Howe truss spans, and rebuilding one of the short Howe truss spans.

On the New York, New Haven & Hartford Railroad the following work has been done on the different divisions: On the New England Division two new plate girders have been built and one wooden stringer has been rebuilt. On the Old Colony system four new stone arches have been built at Attleborough, six new plate girder spans have been built, two I-beam spans have had a new track added; three wooden stringer bridges have been rebuilt, one of them being replaced by a reinforced concrete arch; one wooden stringer bridge has been strengthened; four pile bridges have been repaired and one rebuilt; one wooden trestle has been repaired and one rebuilt.

In addition to this work there has of course been a large amount of work done upon the different roads in making minor repairs.

Respectfully submitted,

Geo. F. Swain,
Bridge Engineer.

Issues of Stock and Bonds.

Issues of Capital Stock.

RAILROAD COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Maine,	June 12,	$4,203,700
Old Colony,	April 6,	500,000

Issues of Bonds.

RAILROAD COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Lowell,	April 4,	$500,000
Boston, Revere Beach & Lynn,	June 7,	289,000
Fitchburg,	December 1,	2,000,000

Note. — Issues of bonds for the purpose of consolidation will be found in the Appendix.

RAILWAYS.

Annual returns for the year ending September 30, 1906, have been received from ninety street railway companies.

Returns of the operations of the Amesbury and Hampton (Exeter, Hampton and Amesbury of New Hampshire, lessee, until December 1, 1905, when the lease was cancelled), and the Worcester and Dudley, and Worcester and Webster (the Consolidated, of Connecticut, lessee) were also received.

The return was also received from the receiver of the Hampshire and Worcester for the period during which this railway was operated by the receiver. In the case of the South Middlesex, returns of the receiver and of the company were rendered as one return.

Companies added to the List.

During the year two new companies were organized under the general law and added to the list, namely, the Worcester and Northern, and the Worcester and Providence.

One company was organized during the year under the general law and added to the list, being the purchaser of a railway sold at receiver's sale; the Ware and Brookfield, purchaser of the Hampshire and Worcester.

Companies dropped from the List.

During the past year eleven companies have been dropped from the list, as follows: The Greenfield, Deerfield and Northampton; the Greenfield and Turners Falls; the Haverhill, Georgetown and Danvers; the Leominster, Shirley and Ayer; the Southbridge and Sturbridge; the Worcester and Charlton Depot, these companies having been consolidated with others; the Haverhill and Boxford; the Horse Neck Beach; the Maplewood and Danvers, and the Plymouth County, their charters having expired; the Hampshire and Worcester, its property having been sold at receiver's sale to a new corporation formed as before stated.

Consolidation of Companies.

During the year the Georgetown, Rowley and Ipswich (September 28, 1906) was consolidated with the Boston and Northern; the Hoosac Valley (June 30, 1906) with the Berkshire; the Lowell and Woburn (September 28, 1906) with the Boston and Northern; and the Taunton and Buzzards Bay with the New Bedford and Onset (June 11, 1906). The individual companies have made returns to these several dates, with the exception of the Taunton and Buzzards Bay. The consolidation of this company with the New Bedford and Onset, approved June 11, 1906, took effect with respect to obligations assumed and property transferred as of May 16, and the return was made to that date.

Leases.

The leases of the Amesbury and Hampton to the Exeter, Hampton and Amesbury of New Hampshire, and of the Haverhill and Plaistow to the Exeter, Hampton and Amesbury of New Hampshire were reported by the companies as cancelled December 1, 1905. The Springfield and Eastern was leased to the Springfield.

Operation of Companies.

Owing to consolidations, there were at the end of the year eighty-six existing companies. Of this number, sixty-four operated their railways, one railway was operated by a receiver, seventeen were operated under lease or contract by other companies, — in two instances a foreign company, — one was being constructed, and three had organized and paid in a portion of their capital stock but had not commenced the construction of their railways.

Railway Mileage.

New Mileage.

There have been added during the last year to the mileage of the Massachusetts companies 10.228 miles of street railway line and 14.682 miles of second track, making 24.910 miles of additional main track. There have also been added 2.004 miles of side track, making a total addition of 26.914 miles of track reckoned as single track.

Mileage Owned.

The Massachusetts companies now own 2,230.020 miles of street railway line, 420.124 miles of second main track, and 153.478 miles of side track, making a total length of track, reckoned as single track owned 2,803.622 miles.

All of the street railway mileage owned is located in this state except 18.766 miles of main track and .760 of a mile of side track belonging to the Woonsocket, — in all 19.526 miles of track — which is located in Rhode Island. All the track owned is surface street railway track with the exception of 6.644 miles of elevated line and 6.468 miles of elevated second track. Of the sidings, all are surface track with the exception of 2.903 miles of elevated track. All of the elevated track is confined to Boston.

The Old Colony leases and operates the Newport and Fall River, having a mileage of main and second track of 19.289 miles located in Rhode Island; and the Boston and Northern leases and operates the Nashua, having a mileage of main and second track of 14.899 miles located in New Hampshire. Accordingly 52.954 miles of main and second track are operated outside the state.

Mileage Operated.

The total miles of main track (including trackage rights) operated is 2,736.052, — an increase of 67.551 miles over the previous year.

STATISTICS.

BOSTON, JANUARY 1, 1907.

Board of Railroad Commissioners, Hon. JAMES F. JACKSON, *Chairman.*

GENTLEMEN: — I submit the following compilations of statistics from the reports of the several street railway companies to the Board for the year ending September 30, 1906.

The following table gives the length of railway line and track, and total reckoned as single track reported by the companies for the year ending September 30, 1906, as compared with the previous year: —

Street Railway Mileage Owned, 1905 and 1906.

MILEAGE OWNED.	1905.	1906.	Increase.
	Miles.	Miles.	Miles.
Length of railway line,	2,219.792	2,230.020	10.228
Length of second track,	405.442	420.124	14.682
Total length of main track,	2,625.234	2,650.144	24.910
Length of side track,	151.474	153.478	2.004
Total, reckoned as single track,	2,776.708	2,803.622	26.914

Mileage Operated.

The total miles of main track operated (including trackage rights) September 30, 1906, is 2,736.052, — an increase of 67.551 miles over the previous year. All of the track operated is in this state except 52.954 miles located in Rhode Island and New Hampshire.

ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1906, were $156,478,140.97. The several classes of assets, and the increase in each class as compared with 1905, are shown in detail in the following table: —

Gross Assets, September 30, 1905 and 1906.

ASSETS.	1905.	1906.	Increase.
Construction,	$73,180,888	$76,786,193	$3,605,305
Equipment,	26,545,308	27,062,927	517,619
Land and buildings,	33,359,369	34,363,188	1,003,819
Other permanent property,	1,612,627	1,721,789	109,162
Cash and current assets,	12,315,705	10,447,216	1,868,489*
Miscellaneous assets,	4,728,336	6,096,828	1,368,492
Gross assets,	$151,742,233	$156,478,141	$4,735,908

* Decrease.

The gross liabilities at the same date, including capital stock (but not including sinking and other funds), were $149,672,263.44. The several kinds of liabilities, and the amount of each as compared with 1905, were as follows: —

Gross Liabilities, September 30, 1906.

LIABILITIES.	1905.	1906.	Increase.
Capital stock,	$70,326,985	$71,216,925	$889,940
Funded debt,	55,780,500	58,176,000	2,395,500
Real estate mortgages,	72,000	74,400	2,400
Current liabilities,	15,777,579	16,128,949	351,370
Accrued liabilities,	3,646,178	4,075,989	429,811
Gross liabilities,[1]	$145,603,242	$149,672,263	$4,069,021
Sinking and other special funds,	1,888,536	2,204,503	315,967
Surplus,[2]	4,250,455	4,601,375	350,920
Totals,	$151,742,233	$156,478,141	$4,735,908

[1] Exclusive of sinking and other special funds.
[2] Includes premium on sales of stock and bonds.

It will be seen by comparing the last two tables that there was an increase in gross assets of $4,735,908, and there was an increase in gross liabilities of $4,069,021, thus increasing the aggregate surplus and sinking and other special funds of the companies by the amount of $666,887.

The gross assets, the gross liabilities, including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table: —

Gross Assets, Liabilities and Surplus for Ten Years, 1897–1906.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.*	Percentage of Surplus to Capital.
1897,	$67,509,916	$66,483,414	$1,026,502	**3.14**
1898,	77,607,326	75,889,625	1,717,701	**4.41**
1899,	85,764,845	83,279,891	2,484,954	**6.01**
1900,	98,700,075	95,062,946	3,637,129	**7.43**
1901,	107,250,656	103,598,042	3,652,614	**6.76**
1902,	123,200,558	119,441,792	3,758,766	**6.26**
1903,	138,864,215	133,121,411	5,742,804	**8.40**
1904,	140,843,740	136,049,486	4,794,254	**6.99**
1905,	151,742,233	145,603,242	6,138,991	**8.73**
1906,	156,478,141	149,672,263	6,805,878	**9.56**

* Includes "premium on sales of stock and bonds" and "sinking and other special funds."

Capital Stock and Dividends.

The aggregate capital stock of the ninety companies, September 30, 1906, was $71,216,925.00, — a net increase of $889,940.22 over the preceding year.

Dividends.

The total amount of dividends declared the last year was $3,554,073.24, — an increase of $379,568.00 over the preceding year. Thirty-seven out of the ninety companies paid dividends ranging from 2 to 10 per cent, and fifty-three companies declared or paid no dividends.

One company paid 10 per cent; five companies paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common; one paid 7.22 per cent; one paid 7.20 per cent; two paid 7 per cent; eleven paid 6 per cent; one paid 5.5 per cent; eight paid 5 per cent; two paid 4 per cent; one paid 3.75 per cent; one paid 2.50 per cent, and two paid 2 per cent.

Capital Stock, Net Income and Dividends, 1897–1906.

YEARS.	Capital Stock.	Net Divisible Income.	Dividends Declared.	Percentage on Total Capital Stock.
1897, ...	$32,670,273	$2,593,147	$1,965,243	**6.02**
1898, ...	38,933,917	2,534,002	2,076,233	**5.33**
1899, ...	41,380,143	2,502,942	2,318,398	**5.60**
1900, ...	48,971,168	3,037,502	2,409,874	**4.92**
1901, ...	54,069,933	3,398,183	3,417,117	**6.32**
1902, ...	60,036,328	3,388,851	3,138,711	**5.23**
1903, ...	68,404,480	3,602,917	3,586,248	**5.24**
1904, ...	68,542,038	2,998,114	3,214,496	**4.69**
1905, ...	70,326,985	3,556,690	3,174,505	**4.51**
1906, ...	71,216,925	4,160,073	3,554,073	**4.99**

Funded and Floating Debt.

The aggregate funded debt of the companies, September 30, 1906, was $58,176,000, — an increase of $2,395,500 over the preceding year.

Floating Debt.

The amount of real estate mortgages outstanding September 30, 1906, was $74,400, — an increase of $2,400 over the preceding year.

The total unfunded debt, including the above mortgages, was $20,279,338, — an increase of $783,580.

The gross debt, funded and unfunded, was $78,455,338, — an increase of $3,179,080.

The net debt (the gross debt less $10,447,216 of cash and current assets) was $68,008,122, — an increase of $5,047,569. In computing the net debt the sum of $6,096,828 returned as "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1897–1906.

YEARS.	Funded Debt.	Unfunded Debt.[1]	Gross Debt.	Cash and Current Assets.	Net Debt.[2]
1897, . . .	$28,007,600	$5,805,541	$33,813,141	$3,370,650	$30,442,491
1898, . . .	29,132,700	7,823,008	36,955,708	7,130,861	29,824,847
1899, . . .	29,928,500	11,971,248	41,899,748	6,053,677	35,846,071
1900, . . .	34,373,000	11,718,778	46,091,778	10,347,849	35,743,929
1901, . . .	34,312,500	15,215,609	49,528,109	3,986,857	45,541,252
1902, . . .	37,751,000	21,654,464	59,405,464	6,370,679	53,034,785
1903, . . .	41,411,500	23,305,431	64,716,931	10,455,046	54,261,885
1904, . . .	46,674,884	20,832,564	67,507,448	6,554,738	60,952,710
1905, . . .	55,780,500	19,495,758	75,276,258	12,315,705	62,960,553
1906, . . .	58,176,000	20,279,338	78,455,338	10,447,216	68,008,122

[1] Including real estate mortgages. [2] Gross debt less cash and current assets.

Capital Investment.

The total capital investment (capital stock and net debt) of the street railway companies of the state advanced the last year from $133,287,538 to $139,225,047, — an increase of $5,937,509.

Cost and Capital Investment per Mile.

The average cost of the street railways of the state, per mile of main track (including the cost but not the length of side track), as reported by the companies September 30, 1906, was $28,974.35 for construction; $10,211.87 for equipment; and $13,616.23 for lands, buildings (including power plants) and other permanent property, — making a total average cost of $52,802.45 per mile of main track.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years: —

Cost and Capital Investment per Mile of Main Track, 1897–1906.

YEARS.	Construction.	Equipment.	Other Permanent Property.[1]	Total Cost per Mile.	Capital Investment per Mile.[2]
1897, . . .	$22,755	$9,374	$12,329	$44,458	$44,683
1898, . . .	22,537	8,957	11,735	43,229	44,958
1899, . . .	22,863	8,518	11,598	42,979	45,040
1900, . . .	23,443	8,510	11,684	43,637	44,273
1901, . . .	23,953	8,678	11,666	44,297	45,757
1902, . . .	24,495	9,026	11,889	45,410	46,261
1903, . . .	26,015	9,994	12,546	48,555	48,621
1904, . . .	27,025	10,177	13,106	50,308	50,295
1905, . . .	27,876	10,112	13,321	51,309	50,772
1906, . . .	28,974	13,616	10,212	52,802	52,535

[1] Chiefly lands, buildings and power plants. [2] Outstanding capital stock and net debt.

Income and Expenditures.

The total income of the companies from all sources, for the year ending September 30, 1906, was $31,237,446.83, and the total expenditures (including dividends declared) were $30,631,447.12, — making a net surplus of $605,999.71 to be added to the surplus of previous years.

The sources of total income, and the amount derived from each source as compared with 1905, were as follows: —

Total Income, 1905 and 1906.

INCOME.	1905.	1906.	Increase.
Gross earnings from operation, .	$27,041,291	$29,563,892	$2,522,601
Rentals from lease of railway, .	1,349,642	1,337,751	11,891*
Income from other sources, .	247,319	335,804	88,485
Total income, . . .	$28,638,252	$31,237,447	$2,599,195

* Decrease.

The items of total expenditure, with the increase and decrease in each item over the previous year, are shown in the following table : —

Total Expenditures, 1905 and 1906.

EXPENDITURES.	1905.	1906.	Increase.
Expenses of operation,	$18,269,259	$19,954,000	$1,684,741
Interest on debt and loans,	2,897,427	3,164,687	267,260
Taxes,	1,893,053	1,923,846	30,793
Rentals of leased railways,	1,494,362	1,518,262	23,900
Other charges on income,	527,460	516,580	10,880*
Dividends paid,	3,174,505	3,554,073	379,568
Total expenditures,	$28,256,066	$30,631,448	$2,375,382
Surplus for the year,	382,186	605,999	223,813

* Decrease.

Earnings and Expenses of Operation.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table : —

Gross Earnings and Expenses of Operation, 1905 and 1906.

EARNINGS AND EXPENSES.	1905.	1906.	Increase.
Revenue from passengers,	$26,384,587	$28,793,806	$2,409,219
from mails and merchandise,	105,625	134,456	28,831
from tolls and advertising, etc.,	551,079	635,630	84,551
Gross earnings from operation,	$27,041,291	$29,563,892	$2,522,601
Operating expenses,	18,269,259	19,954,000	1,684,741
Net earnings from operation,	$8,772,032	$9,609,892	$837,860

Volume of Traffic.

The total number of passengers carried during the last year on the railways in operation of the ninety companies making returns to the Board was 581,450,906, — an increase of 48,719,889 passengers over the previous year.

The total number of miles run by street cars was 114,312,626, — an increase of 5,053,887 miles over the previous year.

The following table gives the total volume of traffic, itemized as above, for each of the last ten years: —

Volume of Traffic for Ten Years, 1897–1906.

YEARS.	Total Passengers Carried.	Average Number per Mile of Main Track Operated.	Total Car Miles Run.
1897,	308,684,224	212,403	61,577,917
1898,	330,889,629	207,982	68,206,418
1899,	356,724,213	205,098	73,367,235
1900,	395,027,198	200,262	81,750,768
1901,	433,526,935	195,683	93,005,225
1902,	465,474,382	188,787	100,280,687
1903,	504,662,243	192,548	107,506,812
1904,	520,056,511	195,917	107,897,456
1905,	532,731,017	199,637	109,258,739
1906,	581,450,906	212,514	114,312,626

Earnings and Expenses of Operation.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings for each of the last ten years: —

Percentage of Operating Expenses to Gross Earnings, 1897–1906.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings.
1897,	$15,815,267	$10,904,040	**68.95**	$4,911,227
1898,	16,915,405	11,672,731	**69.01**	5,242,674
1899,	18,151,550	12,378,488	**68.20**	5,773,062
1900,	19,999,640	13,159,947	**65.80**	6,839,693
1901,	21,766,340	14,565,141	**66.92**	7,201,199
1902,	23,486,474	15,912,852	**67.75**	7,573,622
1903,	25,540,811	17,519,367	**68.59**	8,021,444
1904,	26,207,247	18,397,291	**70.20**	7,809,956
1905,	27,041,291	18,269,259	**67.56**	8,772,032
1906,	29,563,892	19,954,000	**67.49**	9,609,892

The following tables give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation,

(1) per total mile of main track owned, (2) per car mile run and per passenger carried, — thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

Gross and Net Earnings from Operation per Mile of Main Track Owned, 1897–1906.

YEARS.	AVERAGE PER MILE OF TRACK OWNED.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.
1897,	$11,187	$7,713	$3,474
1898,	10,998	7,589	3,409
1899,	10,459	7,132	3,327
1900,	10,452	6,878	3,574
1901,	9,998	6,690	3,308
1902,	9,609	6,510	3,099
1903,	10,124	6,944	3,180
1904,	10,178	7,145	3,033
1905,	10,300	6,959	3,341
1906,	11,156	7,529	3,627

Gross and Net Earnings from Operation per Car Mile Run and per Passenger Carried, 1897–1906.

YEARS.	AVERAGE PER CAR MILE.			AVERAGE PER PASSENGER.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1897,	25.68	17.71	7.97	5.12	3.53	1.59
1898,	24.80	17.11	7.69	5.11	3.52	1.59
1899,	24.74	16.87	7.87	5.09	3.47	1.62
1900,	24.46	16.10	8.36	5.06	3.33	1.73
1901,	23.40	15.66	7.74	5.02	3.36	1.66
1902,	23.42	15.87	7.55	5.05	3.42	1.63
1903,	23.76	16.30	7.46	5.06	3.47	1.59
1904,	24.29	17.05	7.24	5.04	3.54	1.50
1905,	24.75	16.72	8.03	5.08	3.43	1.65
1906,	25.86	17.46	8.40	5.08	3.43	1.65

Employees and Equipment.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and electric motors owned, are given in the following table for each of the last ten years: —

Employees and Equipment, 1897–1906.

YEARS.	Employees.	Cars.	Other Cars and Vehicles.	Electric Motors.
1897, ...	9,716	5,344	1,953	6,908
1898, ...	10,416	5,734	1,997	7,643
1899, ...	11,944	6,042	2,076	8,530
1900, ...	12,766	6,531	2,371	9,545
1901, ...	14,749	6,997	2,488	11,284
1902, ...	15,292	7,144	2,577	12,504
1903, ...	15,823	7,403	2,644	13,611
1904, ...	16,519	7,383	2,728	13,870
1905, ...	16,479	7,341	2,761	14,167
1906, ...	16,909	7,336	2,874	14,492

Street Railway Accidents.

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1906, was 6,958, of whom 69 received fatal injuries, and 6,889 injuries not fatal.

The number of passengers injured was 5,190, of whom 11 were injured fatally.

The injuries to employees were 365 in all, 15 of which were fatal.

The number of injuries to travellers and others on the street was 1,403, of which 43 were fatal.

These figures include a very large number of injuries of a trivial character that have been reported by the companies.

In the following table the accidents of the last year as reported are classified as above, and are compared with those of the previous year: —

Summary of Accidents Reported in 1905 and 1906.

KILLED AND INJURED.	KILLED.		INJURED.		TOTALS.	
	1905.	1906.	1905.	1906.	1905.	1906.
Passengers, . . .	18	11	3,959	5,179	3,977	5,190
Employees, . . .	13	15	204	350	217	365
Other persons, . .	54	43	1,518	1,360	1,572	1,403
Totals, . . .	85	69	5,681	6,889	5,766	6,958

From the above table it appears that 7 less passengers, 2 more employees, and 11 less travellers and other persons on the street, received fatal injuries than in 1905.

Of those receiving injuries not fatal, there were reported 1,220 more passengers, 146 more employees, and 158 less travellers and other persons on the street, than in 1905.

Altogether, there appear to have been injured, fatally and otherwise, 1,213 more passengers, 148 more employees, and 169 less travellers and other persons, making 1,192 more accidents reported by the companies as having occurred during the last than the preceding year.

Respectfully submitted,

FRED E. JONES,
Statistician.

STREET RAILWAY BRIDGES.

To the Massachusetts Board of Railroad Commissioners, Hon. JAMES F. JACKSON, *Chairman.*

GENTLEMEN: — I beg leave to submit the following statement with reference to the street railway bridges in this Commonwealth for the year ending June 30, 1906.

Referring to the decision of your Board by which highway bridges over which street railways pass are not hereafter to be included among those which come under the provision of the act relating to the inspection of street railway bridges, I would say that the total number of such bridges is not yet accurately known, and I therefore omit in the table the usual statement regarding the number of the strictly street railway bridges in the state. The inspection of the different street railway lines is progressing, and in this inspection every bridge on the line is examined. A card catalogue is in preparation regarding all these bridges, and when the examination is completed, — and

it probably will be next summer, — we shall have a complete record of every bridge over which the tracks of any street railway pass.

For the same reason it seems best to omit from this report any table giving a comparison of bridge work done this year, as compared with last year.

A great deal of the bridge work which is done by street railway companies consists in strengthening highway bridges so that they may be able to carry the additional loads imposed by the street railway traffic. In some cases the main parts of the bridge are strengthened, but in many cases the strengthening consists in increasing the size of the stringers or adding new stringers, or perhaps in strengthening floor beams also.

The following is a summary of the principal work which has been done during the year: —

Upon the Boston & Worcester street railway a new bridge has been built at Newton Upper Falls, consisting of an arch of reinforced concrete, and a wooden trestle has been replaced by similar arches; one plate girder span has been rebuilt; one wooden trestle and wooden truss has been replaced by deck-plate girders, and one I-beam bridge has been rebuilt.

Upon the Berkshire street railway one new I-beam bridge has been built, and one long pile bridge has been replaced by a riveted truss and two plate girder spans.

Upon the Greenfield & Turners Falls line plans have been received and approved for strengthening the bridge across the Connecticut river, but the work has not yet been carried out.

Upon the Hoosac Valley one new plate girder bridge has been built and another rebuilt.

Upon the Lowell & Fitchburg one new plate girder has been built.

Upon the South Middlesex one plate girder span has been widened and another rebuilt.

Upon the Springfield & Eastern one new riveted truss, four new plate girders, and one new pin truss have been designed, and plans approved.

Upon the Worcester Consolidated ten new bridges have been built upon an extension of the line, seven of them being I-beam spans, two plate girders and one riveted truss.

The bridges above enumerated may not all be completed at the present writing.

Respectfully submitted,

GEO. F. SWAIN,
Bridge Engineer.

Issues of Stock and Bonds.

Issues of Capital Stock.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Dartmouth & Westport,	March 19,	$118,400
Holyoke,	June 6,	100,000
Lowell, Acton & Maynard,	May 9,	20,000
Lowell & Fitchburg,	June 11,	200,000
Lowell & Woburn,	July 31,	36,200
Lowell & Woburn,	September 5,	90,000
Plymouth, Carver & Wareham,	January 15,	45,000
Worcester & Blackstone Valley,	May 9,	140,000

NOTE. — Issues of capital stock for the purpose of consolidation will be found in the Appendix.

Issues of Bonds.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Northern,	March 8,	$200,000
Connecticut Valley,	January 31,	40,000
Lexington & Boston,	September 26,	150,000
Lowell & Fitchburg,	June 19,	200,000
Old Colony,	April 5,	200,000
West End,	December 12,	500,000
Worcester & Blackstone Valley,	December 5,	200,000

GENERAL DISCUSSION.

Safeguards upon Steam Railroads.

In our last annual report much attention was given to a review of the then recent disaster at Baker Bridge on the Boston and Maine railroad. Important changes in equipment and operation recommended in that review have been since carried into effect by the company. These changes cover a system of color signals, with red always meaning danger and requiring the stopping of a train, with green indicating safety, and with yellow as a precautionary signal; the revival of an agreement as to hours of labor; the requirement of additional experience by engineers before assignment to important trains; improved rules and the installation of additional block signals.

In the use of the appropriation made by the Legislature of 1906, the Board has made a study at home and abroad of methods of equipping and operating railroads with a view to lessening accidents. Though accidents are not so frequent upon the railroads of England as upon those of the United States, the difference is probably less striking than has been claimed. Accurate conclusions can be reached only through a marshalling of figures with more attention to character of traffic and a more thorough study of the subject than any yet made.

At all events to be close to the scene of the catastrophe of last June on the London and Southwestern railway and to read from day to day in the English papers of accidents at one and another place upon different roads had a tendency to shake any belief that it is absolutely safe to ride upon railroads in England.

In one respect, however, the English practice is superior to our own, and that is in the uncompromising character of the laws against trespassing upon railroad premises and the rigid way in which these laws are enforced.

The public supervision of railroads in England has produced marked results in securing a roadbed and equipment in every

way perfected for use before that use is permitted. This means increase in cost and delay in completion, but the end justifies both. In this state the extension of railroad lines almost wholly ceased many years ago. It is with satisfaction, however, that we can refer to the recent extension of the Needham branch of the New York, New Haven and Hartford system as one which upon inspection fulfilled every requirement in construction and equipment before it was opened to travel.

Block signals are practically in universal use upon the English railroads; on main lines the block telegraph system and on branch lines either the block telegraph and electric staff systems combined or the electric train tablet system. The driver of an engine is allowed to pass the distant signal when showing red, though he must stop when the home signal shows red. This distinction between two signals showing the same color, in our opinion, requires on the part of a driver too great familiarity with localities. A similar use of colors was held objectionable by the Board in its review of the Baker Bridge case. The rule then recommended and since adopted by the company is that red should always mean danger and call for a stopping of the train.

An examination of the signals found upon our own railroads where thorough work has been attempted, proves that there is no need of adopting foreign fashions in respect to these safeguards. Upon the Pennsylvania and the Central Railroad of New Jersey between Jersey City and Philadelphia, upon the Hudson River division of the New York Central, and in places upon the railroads within this state there are block signals of the highest order of excellence.

The work before our companies is that of a complete installation of these signals upon all lines of track. The recent order of the board upon this subject reads as follows: —

1. The ultimate end to be secured is the installation of some approved form of block signals upon all steam railroad lines within the state at as early a day as may be practicable. This means a substantial outlay by railroad companies in the immediate future.

2. The order in which block signals should be installed must have reference to both amount of traffic and physical conditions. Of first importance is the equipment of lines of railroad embracing two or

more tracks, or presenting the conditions of a single track carrying a large amount of traffic and involving heavy grades and sharp curves. Local conditions may of course demand at particular places early equipment out of the usual order.

3. Companies are requested to submit to the Board on or before the fifteenth day of this month (December) a brief description of the block signals now in use upon their several lines within the state, together with an explanation of such action as has been taken in either actually equipping these lines or in making arrangement for their future equipment with block signals, since the first day of January, 1906.

The Board has selected no particular type of signal as the only one which it will approve and has not declared a preference in every instance for an automatic rather than a manual control, for the reason that between most approved types of either class there is no such marked superiority as would warrant such arbitrary action.

The effort to eliminate human infirmity as a contributing factor to railroad accidents has led to the invention of automatic devices intended to overcome any mistake of those in charge of the movement of trains; as, for example, the omission to notice or obey signals. While much has been accomplished in this direction that has been productive of good results, automatic safeguards of this character are as yet in an experimental stage. At the same time the great importance of lessening the number of accidents due to the failure of some human agency, ought to insure a most thorough and unprejudiced testing of all inventions which seem to have substantial merit.

Fire Extinguishing Apparatus.

The Board is of the opinion that companies ought to provide trains with some kind of fire extinguishing apparatus. In accordance with our usual practice no particular kind has been designated, companies having been asked to present for approval on or before the first day of May, 1907, such devices for extinguishing fires as they may desire to use, the intervening time affording opportunity for further inquiry as to the merits of different inventions.

South Bay Wharf and Terminal Company.

Chapter 484, Acts of 1901, incorporated the South Bay Wharf and Terminal Company. The plans of the company as indicated in the terms of this act contemplated an extensive development of wharf and terminal facilities in the neighborhood of South Bay. A contract for the receipt and delivery of freight was made between the company and the New York, New Haven and Hartford Railroad Company, under which a terminal charge of two dollars was established. About a year ago a petition was filed with the Board by the Chadwick–Boston Lead Company and others seeking relief from this terminal charge. After a hearing the Board, in December, 1905, decided that the relief ought to be granted, or in other words that there ought to be a railroad freight depot at this point.

In line with that decision, the New York, New Haven and Hartford, soon after, reported the purchase of a large tract of land near the premises owned by the South Bay Wharf and Terminal Company, which it promptly began to prepare for use as a railroad terminal. Litigation between the two companies followed. Within a few weeks this litigation has terminated in an agreement providing for the transfer of the wharf and terminal property to the railroad company. A large public benefit must result from the development of these additional facilities.

It may be that legislation will be necessary to complete the transfer of interests. If so, any act providing for the transfer of rights granted under chapter 484, Acts of 1901, should secure public control over the exercise of those rights and not leave them as that statute left them, with wholly inadequate provision for such control.

Terminal Facilities.

Within a few days, in commenting upon delays in passenger service, the Board called attention to a lack of terminal facilities. It must also emphasize the need of larger terminal facilities for handling freight. The New York, New Haven and Hartford management has within the year in more than one

instance shown a progressive policy in this direction. The Boston and Maine long ago acquired sufficient land to meet every requirement, but today needs increased accommodation in the way of freight houses. The handling of freight by the Boston and Albany management at its central freight depot has been conspicuously successful, but the demands of business have outgrown the facilities at this place. All of the railroad companies have shown a willingness to consider improvements and in many ways have made changes at the suggestion of the Board and of the shipping public. From the disposition already made manifest, it is to be expected that a large outlook for future as well as present business will govern the management of all our roads. Such an outlook is certainly necessary for the promotion of the commercial interests of New England.

Aid to Injured.

In investigating accidents the Board has been convinced that too much reliance has been placed by companies either upon the general knowledge of employees that immediate aid is always to be provided to save life and prevent suffering in all cases of accident, or upon instructions that are too general and indefinite. It is difficult to state beforehand in detail just what action shall be taken in emergencies, and discretion must be left to those in charge of trains and premises, but we recommend that rules for the government of employees contain an adequate statement describing the immediate action to be taken in cases of accident and that schools for the instruction of employees in first aid to the injured be encouraged by every railroad management.

Railroad Fares.

In 1901 upon recommendation of the Board the 500-mile mileage book was introduced upon our railroads, the action taken being explained at the time as a step in the direction of a general charge of two cents a mile for travel by single ticket. About nine months ago the New York, New Haven and Hartford management, at a hearing given by the Board upon a petition for a reduction in price of single trip tickets upon one of the divisions of this road, announced the fact

that it had determined to introduce upon a part and was proposing to introduce upon the whole of its system a general rate of two cents a mile. This reduction in fare has been brought about in accordance with the assurance given, and similar action has been taken upon the Boston and Maine and upon the Boston and Albany.

In October, in passing upon certain fares in force upon the New York, New Haven and Hartford railroad between Framingham and neighboring towns, the Board said : —

> Though mileage, and possibly character of travel, played some part in the establishment of these fares, obviously neither factor can account for the differences in charges. This apparently haphazard assortment of rates is best explained as the outcome of the consolidation of what were formerly independent and competing railroads. Although the present management is not responsible for creating these rates, it is responsible for maintaining them, and we recommend that there be a readjustment of these fares, to remove a discrimination between patrons to whom practically the same service is given.

What was said of those fares has an application to fares upon other lines of railroad formerly independent but now parts of one system.

Abolition of Grade Crossings.

Since the beginning of the work under the original act of 1890, a total of $26,966,258.35 has been expended in eliminating crossings of highways and railroads at grade. The expense to the different railroad companies has been $16,299,664.15 ; to the Commonwealth $7,109,892.50, and to the cities and towns $3,518,512.76. $38,188.94 has been paid from the Metropolitan Parks Loan Fund. The most important points in which these improvements have been in progress during the past year are Attleborough, Cambridge, East Boston, Haverhill, Newton, Hyde Park and Dedham. In two instances, one at Sterling Junction and the other at Pittsfield, a crossing at grade has been abolished by agreement between parties.

Street Railway Changes.

Following the action of the Legislature of last winter declaring its adherence to the old time policy of prohibiting railroads from holding the stocks of other corporations, the Attorney-General of the Commonwealth in October instituted certain proceedings which are now pending in the Supreme Judicial Court to test the legality of the action of the New York, New Haven and Hartford Railroad Company in dealing with street railways in Massachusetts.

Meanwhile petitions have been brought for the approval of consolidation of railways and issues of stock by some of the street railway companies, which, whether by valid or invalid processes, are directly or indirectly controlled by the same interests that control the New York, New Haven and Hartford railroad.

These petitions relate to the economic administration of business and to improvement in street railway accommodation. In instances where action upon these matters would promote the public interests it would seem that, whatever the outcome of the legal contest as to holdings of stock in these companies may be, the management of their affairs, in so far as it affects the travelling public, ought not to be affected by the pending litigation. The street railway companies are independent corporations, and their issues of capital, their charges and methods of conducting business are under state supervision. The Board is therefore proceeding with an inquiry into the merits of the pending cases upon the assumption that an economical and progressive management of existing lines is desirable.

Safety Devices for Street Cars.

In the annual report of the Board for 1895 will be found a discussion of street car fenders, including an exhaustive report by Professor George F. Swain. The facts and opinions there stated have a pertinent value in connection with the investigation which we have been making during the past year, and should be taken into consideration with what is said in this report.

Following the report of 1895 the Board issued a circular to street railway companies, under which various fenders have been in use upon different railways. From time to time since that circular was issued the Board has inspected models, witnessed experiments and observed the working of fenders.

The Legislature of 1906, in order to enable the Board to complete an investigation of safety devices, authorized an appropriation to meet the necessary expense. With the means thus furnished an inquiry has been conducted in this and in other states and in foreign countries, records of experience have been consulted, opinions of experts obtained, public hearings given, and practical tests with fenders and wheelguards made.

There is today a very general scepticism among railway officials, employees and persons having no interest either in companies or patents, as to the value of any fender that projects in front of a car. The feeling is widespread that instances in which such projecting attachments injure persons who might otherwise escape, or introduce new perils by distracting the attention of motormen or by increasing chances of derailment, go a great way toward counterbalancing the instances in which they prevent injury. This feeling has led to a greater interest in wheelguards.

The remarkable record of the wheelguard used for several years in Liverpool affords a striking argument for the use of that device rather than a projecting fender. For two years this wheelguard has been used in connection with the vast traffic of that city without a single instance of failure to accomplish its purpose. Of course the freedom from snow and ice and the smooth street surface found there favor the working of such a wheelguard.

The use of reserved spaces for street railways and the recent progress in perfecting the surfaces of our streets tend to make an effective wheelguard more available. There is reason to believe that with such a wheelguard the safety of those who are exposed to moving cars will depend upon proper devices for controlling speed, proper rules for operating cars and the alertness and skill of motormen, rather than upon the adoption of any type of fender. However, experience proves that fenders do occasionally prevent loss of life or limb, and in view of

this fact, and with the possibilities of better results from improved devices, companies ought to equip street cars with fenders. It is simply a question as to what fenders shall be used.

The practical tests made at Newton with dummies shaped like human bodies of different sizes, covered twenty-seven different devices, and showed the uselessness of some of them and excellent results in the use of others. Those designed to trip and catch a person standing or crossing a track were more generally successful than those which were designed to pick up prostrate bodies.

There has been much hostile criticism of the Pfingst fender. The record of that fender shows many instances when persons have been saved from injury. This of course happens when accidents are prevented and therefore when public attention is seldom drawn to the fact through newspaper paragraph and never through police report or inquest. On the other hand, this fender has frequently failed to do its work. One reason for failures, particularly upon suburban lines, is carelessness in attaching the fender to the car, especially in respect to the height at which it is carried. Upon a large percentage of the surface cars in Boston the fender is useless from the fact that projecting parts of the car so reduce the available area of the fender as to leave no room for catching or holding a person who falls or is thrown upon it.

Assuming that the legislature had in view an investigation that will enable the Board to require the use of such devices as shall seem to be suitable, no opinion is expressed at this time upon the comparative merits of different fenders. Street railway companies have been asked to present for approval on or before the first day of May such type of fender and wheelguard as they may desire to use.

Experience shows that for safe and successful work with lifting jacks suitable for raising a modern street car there is need of expert knowledge; also of blocking and other apparatus. The use of wheelguards properly attached to the trucks and proper control over the car must tend to make accidents in which there is occasion to lift the car exceedingly rare, and to meet the cases which do arise we believe in the maintenance of wrecking crews within convenient call prepared

to move at once to the place of accident with all necessary apparatus. One trouble in the past has been that too little attention has been given to wheelguards. Some in use are wholly inefficient, and others so carelessly attached as to be practically worthless in keeping bodies away from the wheels.

Ventilation of Street Cars.

Two public hearings have been given, at which methods of ventilating street cars were the subject of consideration. No report is presented, for the reason that the inquiry is not yet completed.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

APPENDIX.

APPENDIX.

SPECIAL REPORTS AND ORDERS RELATING TO RAILROADS AND STREET RAILWAYS.

ACCOMMODATIONS, FARES, SERVICE.

Railroad Rates and Service.

Petition of the Chadwick-Boston Lead Company and others for relief from terminal charge at South Bay in Boston.

L. D. Brandeis, G. R. Nutter } for petitioners.
J. H. Benton, Jr., for N. Y., N. H. & H. R.R. Co.
F. J. Stimson, for South Bay Wharf and Terminal Company.

Last December the Board, after a hearing upon this petition, suggested that the New York, New Haven and Hartford Railroad Company acquire real estate at South Bay in Boston for the establishment of a terminal where freight would be received and delivered at the Boston rate, free from the two dollars which the petitioners have been paying as a terminal charge for the joint services of the New York, New Haven and Hartford Railroad Company and the South Bay Wharf and Terminal Company.

Although several meetings have since taken place between representatives of these two companies and various propositions looking to a transfer of property have been considered, no agreement has been reached. The railroad company has acquired, however, from other parties fifteen acres of land, more or less, with a frontage of about three hundred feet on Massachusetts avenue and has prepared to expend an amount not far from four hundred thousand dollars for a freight terminal at South Bay.

The present arrangement for the handling of freight at South Bay exists under the act by which the South Bay Wharf and Terminal Company was incorporated. That act, chapter 484, Acts of

1901, covers a broad field of enterprise and, in connection with the contemplated development of wharf, storage and warehouse properties, provides for terminal facilities to be furnished through the joint efforts of the company created by it and connecting railroad companies.

In the act the South Bay company is classed with "mechanical and manufacturing corporations" in respect to issues of stock. Its obligation to furnish facilities is qualified by the words "so far as the capacity of the corporation will permit." The act provides for no supervision over capitalization, equipment or methods of doing business and for no regulation of rates. The only authority which it gives to this Board is the power to decree a physical connection with railroads and to decide upon the terms of the arrangement between this corporation and railroad companies in case they fail to agree.

Comparison shows the difference between this act and the special act incorporating the Boston Terminal Company, which deals exclusively with a railroad terminal and grants privileges subject to the usual supervision and regulation.

In brief, after a further examination of the situation and an inspection of the premises, we are confirmed in our opinion that the shipping public can only realize the largest measure of benefit through the establishment of an independent railroad terminal at South Bay uncomplicated by any partnership with other interests.

The enterprise shown by the railroad company in carrying out this plan is entitled to commendation, but we must suggest the desirability of making provision for the demands of the more distant as well as the immediate future. Additional real estate might well be secured with this in view.

We urge the vigorous prosecution of this improvement, as a measure which will surely relieve the petitioners from the terminal charges of fifty cents heretofore paid to the New York, New Haven and Hartford Railroad Company and one dollar and a half to the South Bay Wharf and Terminal Company. In the meantime the Board will give immediate consideration to the petition calling upon it to take action under chapter 484, Acts of 1901.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

April 17, 1906. [5972]

Complaint of T. F. Shaughnessy and others concerning fares on the New York, New Haven and Hartford railroad.

F. A. FARNHAM for company.

Upon application to the local agent of the New York, New Haven and Hartford Railroad Company, a ticket based upon season rates for the use of a pupil in travelling between Concord Junction and Framingham in attendance upon school was refused. The ticket ought to have been furnished, and the company at the hearing admitted this, claiming that the agent did not act in accordance with instructions. It is probable that distinct instructions upon this matter had not been given him.

The grievance founded upon the refusal to sell this ticket has been removed, but the complainants go further and allege discrimination in fares charged for travel by season tickets between Framingham and neighboring towns. The following table gives these fares with distance and rate a mile:

Miles.	FROM—	Three Months Rate.	Cost per Ride.	Cost per Mile.
7.9	Marlboro, ...	$11 00	.069	.0087
11.7	Concord Junction, . . .	15 00	.094	.0080
14.9	Walpole, ...	15 00	.094	.0063
20.3	Foxboro, ...	18 50	.116	.0057
21.6	Clinton, ...	20 00	.125	.0058
23.2	Mansfield, ...	22 00	.138	.0060
26.6	Lowell, ...	25 00	.156	.0058
35.2	Fitchburg, ...	28 00	.175	.0050

Though mileage, and possibly character of travel, played some part in the establishment of these fares, obviously neither factor can account for the differences in charges. This apparently haphazard assortment of rates is best explained as the outcome of the consolidation of what were formerly independent and competing railroads. Although the present management is not responsible for creating these rates it is responsible for maintaining them, and we recom-

mend that there be a readjustment of these fares, to remove a discrimination between patrons to whom practically the same service is given.

For the Board,

JAMES F. JACKSON,
Chairman.

October 15, 1906. [C723]

Complaint by the Enterprise Transportation Company of discrimination upon the New York, New Haven and Hartford railroad, and petition of citizens of Fall River for lower fares between Fall River and Boston.

G. E. Daniels, J. T. Coughlin } for petitioners.
J. H. Benton, Jr., for railroad company.

The Enterprise Transportation Company, which is engaged in running a line of steamboats between Fall River and New York, claims that the New York, New Haven and Hartford Railroad Company has discriminated against it in giving a rival steamboat company the benefit of an exceptionally low railroad fare as part of a joint rate between Boston and New York, and that it has also discriminated against it in refusing proper accommodation at the railroad station in Fall River.

A committee of the city government and citizens of Fall River complain that the fare by single ticket between Boston and Fall River is unreasonably high in comparison with the rate established under mileage books and trip tickets.

As the Board has no authority over interstate travel, we must decline to consider that part of the petition of the Enterprise Transportation Company which asks us to investigate a joint rate for travel between Boston and New York. Whatever the merits of the matter, it is beyond our jurisdiction.

We find, however, that passengers by the steamboat line of the petitioner have not received the consideration in respect to identification and forwarding of baggage at the Fall River station to which they were entitled. Again, in forbidding porters employed by the petitioner the right to enter the station for the purpose of carrying luggage, the railroad company has refused passengers by this line a convenience which it affords passengers by the other steamboat line at the station where they leave the cars to take the boat.

We understand that since the public hearing at which these views were announced by the Board both grievances have been remedied.

Pending the petition of citizens of Fall River for lower fare, the railroad company has announced its intention to establish what is practically a rate of two cents a mile over its entire system. As the immediate result of this action may be a loss of revenue, whatever the ultimate outcome, the company has properly arranged to introduce the new fare on the different divisions of the railroad at intervals covering a period of six months and under a plan which beginning with the Berkshire division proceeds eastward, reaching the Providence and Old Colony divisions in September and October.

The company offers to alter this order of procedure if the Board requests that a change be made, and the petitioners have urged the introduction of the new rate next upon the Old Colony division rather than upon the division where it would go into effect under the plan above named. We must decline to recommend this, as we are unwilling to prefer one section of the state over another. The plan of the company as to the order in which the reduction in fare shall go into effect is therefore approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

March 29, 1906. [6040]

Petition of David G. Pratt and others for improvement in service upon the New York, New Haven and Hartford railroad.

G. F. Tucker for petitioners.

A. W. Martin for company.

Residents of Middleborough ask the Board to recommend that the train which by the winter schedule passes Middleborough at 8.55 A.M. and which in the afternoon leaves Boston at 4.38 shall stop at Middleborough.

This train is one which was arranged by the company at the urgent request of patrons who reside in towns beyond Buzzards Bay, who have to ride a long distance in travelling between their homes and Boston and who necessarily have but few trains. It furnishes as nearly an express service as can well be provided. The company is to be commended for meeting the necessities of these patrons and not to be discouraged by any action which would lessen the benefits bestowed.

The approval of a stop at Middleborough would mean a request that the train stop at other places. In fact, at the hearing residents of Bridgewater presented a demand that the train stop at that place.

The Board cannot ask the company to make any change in this service, in view of the detriment which such change would be to patrons for whose convenience the service was primarily established, and must dismiss the petition.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

October 15, 1906. [C772] *Commissioners.*

Petition of residents of Sharon for additional train service on the New York, New Haven and Hartford railroad.

The train service upon the steam railroad between Boston and Sharon is rightly claimed by the railroad company to be an excellent service during the day time. We cannot agree with the contention of the company that the evening service between these places is adequate, and recommend that the schedule of service be changed so as to provide a train which will accommodate travel to Sharon leaving Boston at about half past ten o'clock in the evening.

By the Board,

JAMES F. JACKSON,

June 6, 1906. [6164] *Chairman.*

Street Railway Fares and Service.

Petition of the Jamaica Plain Citizens Association for extension of transfers upon the Boston Elevated railway.

J. A. Coulthurst for petitioner.

C. S. Sergeant for company.

As the outcome of the public hearing and conferences upon this petition an extension of transfers has been secured upon the Boston Elevated railway in West Roxbury.

The Board will consider a further extension of transfers of this

character in that district as soon as the additional transfer now issued shall have been in force a reasonable time.

By the Board,

JAMES F. JACKSON,
Chairman.

SEPTEMBER 28, 1906. [6100]

Complaint of service between Oak square and Newton upon the Boston Elevated railway system.

Patrons upon the Oak square line of the Boston Elevated railway system assert that for a long time cars between Oak square and Newton have been inadequate in number, insufficiently lighted and heated, and that unnecessary and provoking delays have been frequent. That there is just ground for this complaint is beyond doubt, and therefore the question as to whether the failure of the company to fully perform its obligations has been continuous or infrequent is of less importance than the present assurance of the management that the ground of complaint will be removed and the service made what it ought to be.

The company formerly ran more cars between Oak square and Newton, but in compliance with a request from city officials discontinued some of them. In our opinion more cars are needed to properly accommodate the travel between these points. The situation is not one where such additional accommodation would mean a choice between overcrowding cars and overcrowding tracks.

For the annoying delays which have accompanied changes of crew there is no good reason. When such changes are made, and it is necessary that they be made at certain times, it should be without substantial interruption in the running of the cars.

For the Board,

JAMES F. JACKSON,
Chairman.

DECEMBER 20, 1906. [C827]

Request of citizens of East Boston for additional transfer privileges on the Boston Elevated railway.

Patrons of the Elevated railway who ride daily between East Boston and Boston ask an issue of transfers to enable them to go directly to their places of employment in the morning by taking

the surface cars in Washington street at the Old State House station, and to return directly to their homes at night by way of this surface line connection.

These transfers would promote travel in one general direction by the most convenient route, and would confer a substantial benefit upon a large number of employees connected with business establishments along the line of Washington street, and the privilege would be similar to that already enjoyed by patrons of other lines.

Therefore, notwithstanding the fact that every extension of privilege of this kind unfortunately opens new opportunities for misuse, we think that the transfers requested by the people of East Boston ought to be given upon the understanding that they are to remain in force until the new tunnel under Washington street shall have been opened to public travel.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

DECEMBER 13, 1906. [C808] *Commissioners.*

Complaints of residents of Roxbury and Charlestown relative to transfers at the Dudley street and Sullivan square stations of the Boston Elevated railway.

ARTHUR BERENSON, R. S. TEELING } for petitioners.
C. S. SERGEANT for company.

Some time ago the Boston Elevated Railway Company changed its method of transferring passengers at the Dudley street and Sullivan square stations, doing away with the unsatisfactory issue of transfers through transfer agent and substituting waiting-room accommodation. This change was in the direction of quick and continuous travel and introduced a method of transfer long in use at other stations.

The complainants, who are engaged in business at and near these places, wish us to recommend a return to the old order of things, apparently upon the theory that the company owes them a duty to so transfer passengers that they may attend to business while waiting to take connecting cars.

Transfer checks were never designed to give stop-over privileges but were issued solely for the purpose of enabling passengers to make a single journey between two points as nearly continuous as possible for one fare.

The present arrangement for transferring passengers is a better way than that formerly in vogue as far as the legitimate use of the railway is concerned. Such incidental loss of business as may result to persons other than passengers from the abandonment of transfer checks at these points is not a grievance for which the Board can provide a remedy. Passengers who so desire can freely take and leave cars at these stations. If they wish to continue their journey for a single fare they are afforded a convenient way for doing it.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

DECEMBER 13, 1906. [6132–6304] *Commissioners.*

Complaint of the Mayor and Aldermen of Brockton relative to service on the Old Colony street railway.

J. J. DOWD for petition.

B. W. WARREN for company.

Since the hearing upon this complaint the company has agreed to improve the service in and about Brockton in line with the following rulings:

1. No distinction in respect to accommodation is to be recognized between passengers who travel on what is known as workingmen's cars and passengers who travel upon other cars. The argument that the company can properly give less consideration to the comfort and convenience of passengers who pay cheap fares than it gives to passengers who pay higher fares cannot be entertained.

2. We cannot ask the company to furnish every passenger who travels upon a five-cent fare with a seat, but we must ask it to furnish enough cars to supply adequate room for passengers who are not provided with seats. Overcrowding in the aisles and vestibules is not only a discomfort to passengers but a menace to their safety. Standing between the seats of open cars can only be justified under extraordinary conditions. To permit passengers to ride upon fenders and other perilous places upon cars is a disgrace to the management, and to accept fares from persons so trespassing on the rights of others makes the company a participant in the wrong doing.

For the Board,

JAMES F. JACKSON,

NOVEMBER 16, 1906. [6319] *Chairman.*

Petition of the Haverhill and Southern New Hampshire Street Railway Company relative to fares in Haverhill.

S. W. Emery for petition.

E. S. Abbott for City of Haverhill.

This petition reopens the question of an increase in fares between Haverhill square and Ayers Village in the city of Haverhill.

Although the location for this line was granted to the petitioner as an independent domestic corporation, it was to all intents and purposes a location sought and chiefly valuable as a terminal link of a large system outside the state. When the location was granted it was well understood that in this state a five-cent fare is ordinarily the maximum charge within the limits of a city or town. Moreover, the five-cent fare was made an express condition of this grant of location and therefore, although no contract was created, all persons who might succeed those then in control of the railway were duly warned of the understanding.

In the spring of 1904 the fare between Haverhill square and Ayers Village was raised from five to ten cents. Following an inquiry based upon the complaint of those affected by the change the Board decided that such increase in fare imposed an unjust burden upon those using the railway between those points. It was held that the circumstances under which the five-cent fare had been originally established warranted the requirement that the company continue that fare notwithstanding the fact that the enterprise had not as yet proved profitable to stockholders.

The company now presents a statement of receipts and expenditures during the period which has elapsed since that decision. While these figures show that the railway is not yet upon a dividend-paying basis, they show some improvement.

The justice in a change of fare at this time may be tested by the attempt to determine what would have been the probable agreement between the public and the promoters of this enterprise when the location was granted if it had been then foreseen that the company would probably not be able to realize for some time an immediate return upon the capital expended if it were held to this fare. No community can afford to drive so sharp a bargain with those who would promote public enterprise as to insist upon an entire loss of the capital invested in order to make good an assurance in regard to fares. On the other hand, in this instance the stockholders might well have been and they undoubtedly would have been asked to

prove their good faith in respect to this fare by subsequent sacrifice of dividends for a considerable period of time; the question being for how long a time.

Whether or not this be the test, and without attempting to lay down any rule for general application, we think upon all the evidence that the petitioner can fairly be asked to continue the present fare between Haverhill square and Ayers Village a while longer, in the effort to conduct its business in conformity with the assurance given to those who invested it with the right to occupy this highway.

In taking this position the Board recognizes the difficulties in the way of the management and appreciates the energy and ability which mark the present administration of affairs.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

FEBRUARY 26, 1906. [6004]

Petition of the Selectmen of Holliston relative to fares upon the Milford and Uxbridge street railway.

E. L. MCMANUS for petition.

WENDELL WILLIAMS for company.

At the hearing it was claimed by the selectmen that the company had agreed to make a satisfactory arrangement with them in reference to the fares concerning which they have made complaint. The representative of the company declined to attempt any such understanding and contended that the fares in force were only reasonable charges and such as the company had the right to maintain.

Some years ago the Milford and Uxbridge Street Railway Company, to meet the competition of the steam railroad, reduced its rate between Milford and South Framingham from fifteen to ten cents. After operating the line at a loss upon this basis the company has re-established the fifteen-cent fare between these points.

No one can claim that fifteen cents for this ride under existing conditions is an unreasonable price. The difficulty is that the company in distributing fares among the communities which it serves has disregarded the rule which forbids discrimination.

We recommend a rearrangement of fares which will secure a proportionate distribution of charges and recognize the right of

patrons who ride daily at fixed hours between their homes and places of business to transportation at the lowest prices.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 12, 1906. [6148] *Commissioners.*

Complaint of the City of Holyoke relative to fares on the Holyoke and Woronoco street railways.

The conference between the Board and Senator Mahoney and a committee from the aldermen of Holyoke and representatives of the Holyoke and Woronoco street railway companies resulted in a suggestion to the companies that some agreement ought to be reached between them which would do away with the necessity for change of cars at the Holyoke line and which would give to people who desire to go to the park situated at a short distance from this line a cheaper fare than that which they now have to pay.

Arrangement has been made for a meeting between representatives of the companies at an early date, with a view to carrying out this suggestion.

For the Board,

JAMES F. JACKSON,

NOVEMBER 9, 1906. [C771] *Chairman.*

Complaint of the Selectmen of Lakeville relative to fares on the Old Colony street railway between Lakeville Junction and Middleborough Centre.

NATHAN WASHBURN for complaint.

R. S. GOFF for company.

After a hearing and further investigation we are satisfied that in view of the character of the traffic over this line of street railway and of the conditions under which the service is rendered we would not be warranted in recommending any reduction in fares.

For the Board,

JAMES F. JACKSON,

MAY 21, 1906. [C708] *Chairman.*

Petition of citizens of Melrose protesting against increase of fares upon the Boston and Northern street railway.

F. L. Washburn
S. H. Buttrick } for petition.
B. W. Warren for company.

Several months ago the Boston and Northern Street Railway Company increased the cash fare between Melrose Highlands and Boston from five to ten cents, at the same time placing on sale at certain places ten-trip tickets at seventy-five cents.

The question is whether the increased fare is excessive.

An examination of the figures presented and of the returns of this and of other companies and an investigation of street railway conditions without as well as within this commonwealth conclusively shows that no company can carry passengers nine miles for five cents over an interurban railway constructed, maintained and operated like this, and at the same time out of earnings pay anything in the way of a fair return upon investment.

In populous centres where a large and frequently changing patronage fills and refills the same car, low fares yield a profit that cannot be realized upon railways which for the most part carry passengers long distances through smaller communities.

The average cost of transporting passengers upon the ordinary interurban railway with its long distance riding is necessarily greater than upon the city railway with its heavy traffic for short distances. When, as in some instances, a railway is both urban and interurban in character, it is the great volume of constantly changing traffic within the city limits which makes possible the five-cent fare upon the long distance lines.

Again, in comparing railways, whether urban or interurban, in different sections of the country, the expense of roadbed and equipment, rate of wages, cost of heating and climatic conditions all have an important bearing upon fares. In Massachusetts the required standard of roadbed and equipment is expensive and costs of operation are high.

The fare between Melrose Highlands and Boston was formerly ten cents, but some years ago was reduced to five cents in the expectation that the cities of Chelsea, Everett, Malden and Melrose would furnish in the riding for short distances a patronage similar to that of a large municipality. The company now faces the fact that this expectation has not been realized.

In our belief there is nowhere to be found an instance where a

service like that upon this railway between the points named is being successfully performed under like conditions for a five-cent fare. Upon interurban railways in the west, where fares are almost wholly governed by mileage, the average rate is higher than upon our railways, the common rate being not less than a cent and a quarter a mile, often a cent and a half a mile.

We know of no ground upon which we could declare that the fares under consideration between Melrose and Boston are excessive or unreasonable. Any such finding would be against the evidence and indefensible.

This is not the case of an experiment with a fare upon the promise of which a location has been granted and which presents the question as to how long an experiment with it should be continued. The original increase proposed by the company was from five to ten cents. Upon the suggestion of the Board in a former order the ten-trip ticket at the rate of seven and one-half cents a trip was introduced.

In our opinion, however, these tickets have not been brought within the convenient reach of patrons. To place them on sale at a few fixed points is not enough. The only way in which the tickets can be always available is apparently through placing them in the hands of conductors for sale upon the cars, and we recommend that this course be taken.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

April 27, 1906. [6027]

Complaint of Frederick H. Kennard concerning service on the Boston and Worcester street railway in Newton.

It would seem that it has been no uncommon thing for cars upon the Boston and Worcester street railway to pass Dudley street in Newton without stopping to receive passengers who are ready to take them at that point, compelling them to wait perhaps ten or fifteen minutes for the next car, and that this occurs even under severe weather conditions.

It is true that in places where traffic is heavy and cars follow in close succession, passengers may be better distributed, to their own comfort and convenience, by a rule requiring cars to make alternate stops at station points, but the facts do not present this justification for the action of the company in the instances to which this complaint relates. On the contrary it is clear that the company has had in mind the maintenance of schedule time, especially

for the benefit of through passengers, even at the possible sacrifice of patrons taking the cars along the line and riding shorter distances. This is a discrimination which cannot be approved, and we must ask the company to recognize the right of people to take its cars at all designated points.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

DECEMBER 14, 1905. [C727]

Petition of residents near Sanford road in North Westport for transfer privileges.

In February, 1902, the Board recommended that the fare between Sanford road and City Hall in Fall River be reduced from ten to five cents. The reduction was made in compliance with that recommendation, through the sale of tickets.

That action was based upon the belief that the petitioners were entitled to substantially the same treatment with reference to travel to and from Fall River that had been accorded to residents of Smith Mills in reference to travel to and from New Bedford.

The ticket then in force between Smith Mills and New Bedford was without transfer over the Union lines in New Bedford, and accordingly the ticket introduced between Sanford road and Fall River was without transfer over the Old Colony lines in Fall River.

Residents of Smith Mills have since been given a transfer privilege over the Union street railway lines in New Bedford in connection with their five-cent fare to and from that city. Adopting again the reasoning which governed the reduction of fare, we are of the opinion that transfer privileges over the Old Colony lines in Fall River should be given to patrons who travel between Sanford road and Fall River.

We understand that the two companies are willing to accede to this suggestion and that the new order of things will be brought about within a reasonable time.

The use of tickets in connection with this arrangement seems appropriate under conditions existing here, such tickets to be so placed upon sale as to make them readily available.

For the Board,

JAMES F. JACKSON,
Chairman.

NOVEMBER 16, 1906. [C812]

Petition of the City of Quincy relative to fares on the Old Colony street railway.

It is urged by the petitioners that the fare of twenty cents between Quincy and Nantasket Beach upon the Old Colony street railway is an excessive charge.

The company pleads increased cost of service, that the line is patronized for only a few months, and that travel for purposes of pleasure can properly bear a higher charge than travel that is a matter of necessity.

It is true that those who ride daily at fixed hours between their homes and places of work are entitled upon business principles to special consideration in the way of low fares; and it cannot be denied that the fitful patronage of summer excursionists is far from being as profitable as it would sometimes appear to be, particularly to those who ride only occasionally as a part of the throng.

However, taking all things into consideration — the amount of travel, the distance traversed, and the character of this service in comparison with that rendered elsewhere — we believe the fare between Quincy square and Nantasket Beach should not exceed fifteen cents, a change which might well be brought about through the introduction of a special ticket. We recommend this change.

By the Board,

JAMES F. JACKSON,
Chairman.

August 20, 1906. [5953]

Complaint of citizens of Taunton concerning service upon the East Taunton street railway.

The first complaint is that in recently changing its roadbed the company has failed to leave the highway, where it is affected by this change, in proper condition. As the result of an examination of the railway we are satisfied that there are places where there is some reason for the foregoing criticism. We therefore recommend that the company do the necessary grading as soon as the weather becomes suitable for such work.

The second complaint is that cars are overcrowded at certain hours. A record of travel upon these cars was presented by the company and an additional inquiry has been made by the Board through a count taken under its direction since the hearing. This

inquiry shows that while passengers are frequently obliged to stand, the number of those standing is only on exceptional occasions large enough to call for an additional car. Apparently, however, the management has not been fully alive to its duty to furnish extra cars when needed, and we recommend that greater attention be given to provision for such additional accommodation whenever there is good reason to anticipate the demand for it.

The third cause of complaint is the practice of holding the last car from Taunton at night, to meet the convenience of those attending theatres or other places of entertainment. While such patrons are entitled to accommodation it ought to be furnished in some other way than by interrupting the regular schedule. To meet this situation we recommend that the company add to the present service a car leaving East Taunton at night in season to connect as far as reasonably may be with out-going trains upon the railroad and cars upon other railways, this car to return to East Taunton at such time as will best accommodate the late travel.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

FEBRUARY 9, 1906. [6041–6033] *Commissioners.*

Complaint of citizens of Taunton concerning service upon the East Taunton street railway.

It is apparent that the East Taunton Street Railway Company, after complying with the recommendation of the Board in its order of February 9, 1906 that the last car for East Taunton leave Taunton according to published time and that theatre patrons be accommodated by special car whenever there should be call for it, afterward went back to its old practice of holding the regular car to await the closing of theatres or other places of assembly. This is without excuse.

The president of the company asserts his purpose to see to it that there shall be no recurrence of this conduct, and that in the future compliance with the suggestions of the Board shall be prompt and complete.

The income of this company does not warrant, and no rule in reason would require that it provide seats for every person who rides a distance covered by a single five-cent fare. It is under obligation, however, to provide sufficient cars to allow a proper

amount of standing-room for those who do not have seats. To do this the company should provide extra cars whenever the demand for them can be fairly anticipated. The equipment of even a small road should look to such emergencies and include reasonable provision therefor.

By the Board,

JAMES F. JACKSON,
Chairman.

December 14, 1906. [6374]

Complaint of Marshall L. Perrin as to methods of street railway companies in providing tickets for pupils in attendance upon schools in Wellesley.

V. J. Loring for complaint.

J. F. Bacon for Boston and Worcester street railway.

A. D. Claflin for Newton and Natick and Cochituate street railways.

Our statutes provide that pupils in attendance upon certain schools shall be transported by street railway companies at half fare, and direct companies to issue tickets for sale "in lots of ten each."

The Newton, the Natick and Cochituate, and the Boston and Worcester companies, have been issuing these tickets in Wellesley through school officials. The Newton and the Natick and Cochituate management has made the tickets non-transferable, has required scholars to sign them, and has demanded from the teacher or superintendent distributing them an accounting, not only for the money received but for the stubs from which the tickets are detached. The Boston and Worcester management, while making the tickets non-transferable, has not required the signature of scholars nor an accounting for stubs.

An arrangement for the sale of these tickets through school officials may well be desirable for mutual accommodation to company and scholars, but the requirements which the companies have been making in connection with this arrangement are altogether too burdensome upon these public officials.

A company may properly require proof that applicants for school tickets are entitled to their use, but one who has proved his membership in the class of passengers who are favored by this statute is entitled to the same freedom from annoyance in securing its benefits that is accorded to other passengers who purchase tickets for travel at full fare.

If an arrangement for the distribution of these tickets by teachers and superintendents of schools agreeable to all parties interested cannot be made, then these tickets should be placed on sale through conductors or at places within convenient reach of patrons.

By the Board,

JAMES F. JACKSON,
Chairman.

DECEMBER 1, 1906. [C822]

Petition of the selectmen of West Newbury relative to fares on the Boston and Northern street railway.

B. W. WARREN for company.

The existence of small communities in the neighborhood of a large business centre means the regular use of the street railway by many persons whose daily patronage at fixed hours entitles them to low fares. The recognition of this right frequently meets the necessities of wage earners.

The people of West Newbury who travel daily to and from their work in Haverhill contend that the cost of riding upon the Boston and Northern street railway is greater to them than the cost of street railway travel to others who ride daily between Haverhill Centre and their homes in other suburban towns. A comparison between the fares collected upon the West Newbury line and those in force upon the line between Haverhill Centre and Georgetown discloses ground for this claim.

To make the conditions of travel upon these lines more nearly equal, we recommend that the morning and evening ticket with fare of seven cents, now in use between Haverhill Centre and the Town House in West Newbury, be made good as far as Indian River in West Newbury; and that the ticket between any part of West Newbury and Haverhill Centre with fare of ten and one-half cents, now good at certain hours, be made good throughout the day.

The facts disclose no need of further action under this petition.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

MAY 18, 1906. [6050]

Complaint of selectmen of Weymouth relative to fares and service upon the Old Colony street railway.

E. L. Barnes for petition.

B. W. Warren for company.

The Old Colony Street Railway Company provides a five-cent fare upon its lines between all parts of Weymouth, an exceedingly low charge over at least one of the routes traversed. The company also gives a five-cent fare from the principal town centres to the railroad station in Braintree. The schedule, however, does not accommodate passengers who wish to take trains at the railroad stations within the town.

We recommend that the company rearrange its schedule so that cars will connect with trains at the South Weymouth railroad station.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

June 11, 1906. [6156]

CAPITAL STOCK AND BONDS.

Petition of the Boston and Lowell Railroad Corporation for approval of an issue of bonds.

It appearing, after notice and hearing and upon further investigation, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Boston and Lowell Railroad Corporation of coupon or registered bonds to an amount not exceeding at par value five hundred thousand dollars ($500,000), payable twenty years from date thereof and bearing interest at a rate not exceeding four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of refunding certain bonds of the company maturing November 1, 1906.

Any excess in the proceeds of this issue of bonds which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements upon the railroad property, in accordance with the terms of the lease to the Boston and Maine Railroad.

Attest: CHARLES E. MANN,

April 4, 1906. [6093] *Clerk.*

Petition of the Boston and Maine Railroad for approval of an issue of additional capital stock.

It appearing, after notice and hearing and further investigation, that the proposed issue of capital stock is for lawful purposes and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston and Maine Railroad of additional shares of common stock not exceeding forty-two thousand and thirty-seven (42,037) in number, amounting at par value to four million two hundred three thousand seven hundred dollars ($4,203,700), as an issue of capital stock reasonably necessary and of the amount required for the purpose of providing means for additions to rolling

stock by the purchase of freight cars; for making permanent improvements in the property by the construction of additional tracks and the erection and equipment of shops connected with the power department; and for abolishing grade crossings.

And it is *Determined,* That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred sixty-five dollars ($165) per share.

Attest: CHARLES E. MANN,
JUNE 12, 1906. [6168] *Clerk.*

Petition of the Boston and Northern Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and upon further investigation, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston and Northern Street Railway Company of mortgage bonds to an amount not exceeding at par value two hundred thousand dollars ($200,000), payable fifty years from date thereof and bearing interest at the rate of four per cent per annum as an issue of bonds reasonably necessary and of the amount required for the purposes hereinafter named:

1. The proceeds of bonds amounting at par value to fifty-six thousand dollars ($56,000) shall be applied only to the funding of certain floating indebtedness properly incurred as the cost of constructing certain new track and line and of betterment in reconstructing certain track and line all described in the petition and named in the report of the engineer of the Board on file with the petition.

2. The proceeds of bonds amounting at par value to one hundred forty-four thousand dollars ($144,000) shall be applied only to the cost of an extension of the railway through Western avenue in Lynn and Highland avenue in Salem.

Any excess in the proceeds of this issue of bonds which may be realized from premiums shall be held for such application to cost of permanent additions to and improvements in the property of the company as the Board shall hereafter approve.

Attest: CHARLES E. MANN,
MARCH 8, 1906. [6044] *Clerk.*

Petition of the Boston, Revere Beach and Lynn Railroad Company for approval of an issue of bonds.

It appearing, after notice and hearing and further investigation, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Boston, Revere Beach and Lynn Railroad Company of coupon or registered bonds to an amount not exceeding at par value two hundred eighty-nine thousand dollars ($289,000), payable July 15, 1927, and bearing interest at the rate of four and one-half per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of refunding outstanding five per cent bonds of the Boston, Winthrop and Shore Railroad Company maturing September 1, 1906, the payment of which was assumed by the petitioner under the authority of chapter 132, Acts of 1887.

Any excess in the proceeds of this issue of bonds which may be realized from premiums shall be held for such application to cost of permanent additions to and improvements in the property of the company as the Board shall hereafter approve.

Attest: CHARLES E. MANN,

June 7, 1906. [6159] *Clerk.*

Petition of the Connecticut Valley Street Railway Company for approval of an issue of bonds.

It appearing, after notice and hearing, and upon further investigation, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Connecticut Valley Street Railway Company of coupon or registered bonds to an amount not exceeding at par value forty thousand dollars ($40,000), payable twenty years from date thereof and bearing interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the payment and funding of indebtedness properly incurred in making certain permanent additions to and improvements in the

property of the company in connection with its power plant as shown upon a schedule on file with the petition.

Attest: CHARLES E. MANN,
JANUARY 31, 1906. [6053] *Clerk.*

Petition of the Dartmouth and Westport Street Railway Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing, and upon further investigation, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Dartmouth and Westport Street Railway Company of additional shares of capital stock not exceeding one thousand one hundred eighty-four (1,184) in number, amounting at par value to one hundred eighteen thousand four hundred dollars ($118,400), as an issue of stock reasonably necessary and of the amount required for the purpose of paying and capitalizing the cost properly incurred and to be incurred in double-tracking its railway, including expenditures for highway changes and improvements necessarily connected therewith, all as shown in the statement and the report of expert on file with this petition.

And it is *Determined,* That the value at which the new shares of stock shall be offered to stockholders who may be entitled to take the same according to law is one hundred seventy dollars ($170) per share.

Attest: CHARLES E. MANN,
MARCH 19, 1906. [6066] *Clerk.*

Petition of the Fitchburg Railroad Company for approval of an issue of bonds.

It appearing, after notice and hearing and further investigation, that the proposed issue of bonds is for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Fitchburg Railroad Company of coupon or registered bonds to an amount not exceeding at par value two million dollars

($2,000,000), payable twenty years from date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the following purposes:

1. The proceeds of bonds amounting at par value to one million five hundred thousand dollars ($1,500,000) shall be applied only toward the payment and refunding of bonds of the petitioner amounting to one million five hundred thousand dollars ($1,500,000) which fall due April 1, 1907.

2. The proceeds of bonds amounting at par value to five hundred thousand dollars ($500,000) shall be applied only to the payment and funding of the necessary cost of certain permanent additions to and improvements upon the property of the petitioner made under and in accordance with the provisions of the lease of its railroad and property to the Boston and Maine Railroad.

Any excess in the proceeds of these bonds over the amounts to be applied as above stated which may be realized from premiums shall be held for application to the cost of other permanent additions to and improvements in the railroad property whenever the same shall be approved.

The order of the Board dated November 18, 1901, in so far only as it authorizes the issue of bonds to the amount of two hundred and twenty-five thousand dollars ($225,000) which have not been issued thereunder, is hereby revoked.

Attest: CHARLES E. MANN,

DECEMBER 1, 1906. [6317] *Clerk.*

Petition of the Holyoke Street Railway Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing and further investigation, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Holyoke Street Railway Company of additional shares of capital stock not exceeding one thousand (1,000) in number, amounting at par value to one hundred thousand dollars ($100,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebtedness properly incurred in the construction and equipment of its railway and in the purchase of property necessary for its operation.

And it is *Determined,* That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred fifty dollars ($150) per share.

Attest: CHARLES E. MANN,
JUNE 6, 1906. [6155] *Clerk.*

Petition of the Lexington and Boston Street Railway Company for approval of an issue of bonds.

It appearing, after notice and hearing and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lexington and Boston Street Railway Company of coupon or registered bonds to an amount not exceeding at par value one hundred fifty thousand dollars ($150,000), payable in twenty years from date thereof and bearing interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest: CHARLES E. MANN,
SEPTEMBER 26, 1906. [6211] *Clerk.*

Petition of the Lexington and Boston Street Railway Company for modification of order dated September 26, 1906, authorizing an issue of mortgage bonds.

It is

Ordered, That the bonds of said company, the issue of which to the amount of $150,000 was approved in an order of this Board dated September 26, 1906, shall bear interest at the rate of four and one-half per cent per annum, instead of five per cent per annum, as prescribed in said order.

Attest: CHARLES E. MANN,
OCTOBER 8, 1906. [6312] *Clerk.*

Petition of the Lowell, Acton and Maynard Street Railway Company for authority to issue original capital stock.

It appearing, after notice and hearing and further investigation, that an issue of original capital stock to the amount and for the purpose hereinafter named is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell, Acton and Maynard Street Railway Company of original shares of capital stock not exceeding two hundred (200) in number, amounting at par value to twenty thousand dollars ($20,000), the proceeds of such shares to be applied exclusively to the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,
May 9, 1906. [6120] *Clerk.*

Petition of the Lowell and Fitchburg Street Railway Company for authority to issue original capital stock.

It appearing, after notice and hearing and further investigation, that an issue of capital stock to the amount and for the purpose hereinafter named is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell and Fitchburg Street Railway Company of original shares of capital stock not exceeding two thousand (2,000) in number, amounting at par value to two hundred thousand dollars ($200,000), the proceeds of such shares to be applied exclusively to the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of capital stock as above fixed has been actually paid in cash.

Attest: CHARLES E. MANN,
June 11, 1906. [6034] *Clerk.*

Petition of the Lowell and Fitchburg Street Railway Company for approval of an issue of bonds.

It appearing, after notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell and Fitchburg Street Railway Company of coupon or registered bonds to an amount not exceeding at par value two hundred thousand dollars ($200,000), payable in twenty years from date thereof and bearing interest at the rate of five per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest: CHARLES E. MANN,
June 19, 1906. [6035] *Clerk.*

Petition of the Lowell and Woburn Street Railway Company for approval of an issue of additional capital stock.

It appearing, after due notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of stock is for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell and Woburn Street Railway Company of additional shares of capital stock not exceeding three hundred sixty-two (362) in number, amounting at par value to thirty-six thousand two hundred dollars ($36,200), as an issue of stock reasonably necessary and of the amount required for the purposes hereinafter named:

1. The proceeds of shares not exceeding three hundred thirty-two (332) in number, amounting at par value to thirty-three thousand two hundred dollars ($33,200), are to be applied exclusively to the payment of floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

2. The proceeds of shares not exceeding thirty (30) in number, amounting at par value to three thousand dollars ($3000), are to be applied toward the payment of the necessary cost of certain additions to and improvements in the railway property, as shown in the schedule on file with the petition.

And it is *Determined,* That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars ($100) per share.

Attest: CHARLES E. MANN,
JULY 31, 1906. [6217] *Clerk.*

Petition of the Lowell and Woburn Street Railway Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing and further investigation, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Lowell and Woburn Street Railway Company of additional shares of capital stock not exceeding nine hundred (900) in number, amounting at par value to ninety thousand dollars ($90,000), as an issue of stock reasonably necessary and of the amount required for paying outstanding bonds issued by the Lowell and Boston Street Railway Company under date of December 2, 1901, payment of which has been assumed by this petitioner, the proceeds of said stock to be applied to that and no other purpose.

And it is *Determined,* That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars ($100) per share.

Attest: CHARLES E. MANN,
SEPTEMBER 5, 1906. [6263] *Clerk.*

Petition of the Old Colony Railroad Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing and further investigation, that the proposed issue of capital stock is for lawful purposes and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Old Colony Railroad Company of additional shares of

capital stock not exceeding five thousand (5000) in number, amounting at par value to five hundred thousand dollars ($500,000), as an issue of stock reasonably necessary and of the amount required for paying the purchase price of the Nantasket Beach railroad and of paying necessary cost incurred and to be incurred in eliminating certain grade crossings, building additional lines of main track, making certain changes in and additions to stations, and making changes and improvements in the bridge over the Neponset river, in accordance with the provisions of the lease of its railroad to the New York, New Haven and Hartford Railroad Company.

It further appearing that the directors desire to dispose of said stock by public auction in the manner provided by law and that the amount of this issue does not exceed four per cent of the existing capital stock of the company, — it is

Ordered, That the five thousand (5000) shares of capital stock herein authorized be offered for sale by public auction in the city of Boston to the highest bidder at not less than par value to be actually paid in cash; and that the Boston Daily Advertiser, the Boston Transcript and the Boston Herald be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest: CHARLES E. MANN,

April 6, 1906. [6087] *Clerk.*

Petition of the Old Colony Street Railway Company for approval of an issue of bonds.

It appearing, after due notice and hearing, and upon further investigation, that the proposed issue of bonds is for lawful purposes and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Old Colony Street Railway Company of mortgage bonds to an amount not exceeding at par value two hundred thousand dollars ($200,000), payable fifty years from date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purposes hereinafter named:

1. The proceeds of bonds amounting at par value to one hundred four thousand dollars ($104,000) shall be applied only to the funding of certain floating indebtedness properly incurred as the cost of constructing certain new track and line, of betterments in reconstructing certain new track and line and of new equipment and

additions to rolling stock and buildings, all described in the petition and in the reports of the engineers of the Board and of the company on file with the petition.

2. The proceeds of bonds amounting at par value to ninety-six thousand dollars ($96,000) shall be applied only toward the necessary cost of completing the construction, equipment and installation of the alternating current system of electric power, as shown in the schedule on file with the petition.

Any excess in the proceeds of this issue of bonds which may be realized from premiums shall be held for such application to cost of permanent additions to and improvements in the property of the company as the Board shall hereafter approve.

Attest: CHARLES E. MANN,
April 5, 1906. [6090] *Clerk.*

Petition of the Plymouth, Carver and Wareham Street Railway Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing, and upon further investigation, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Plymouth, Carver and Wareham Street Railway Company of additional shares of capital stock not exceeding four hundred fifty (450) in number, amounting at par value to forty-five thousand dollars ($45,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebtedness properly incurred in the construction and equipment of its railway and in the purchase of property necessary for its operation.

And it is *Determined,* That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars ($100) per share.

Attest: CHARLES E. MANN,
January 15, 1906. [6036] *Clerk.*

Petition of the West End Street Railway Company for approval of an issue of bonds.

It appearing, after notice and hearing and further investigation, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the West End Street Railway Company of coupon or registered bonds to an amount not exceeding at par value five hundred thousand dollars ($500,000), payable in thirty years from date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of refunding outstanding bonds of the Boston Consolidated Street Railway Company maturing January 1, 1907, which bonds the West End Street Railway Company was at the time of the lease to the Boston Elevated Railway Company and still is under obligation to pay.

Any excess in the proceeds of this issue of bonds over the amount above named which may be realized from premiums shall be held for application to the cost of permanent additions to and improvements in the property of the company whenever such application shall be approved by the Board.

Attest: CHARLES E. MANN,

December 12, 1906. [6381] *Clerk.*

Petition of the Worcester and Blackstone Valley Street Railway Company for approval of an issue of additional capital stock.

It appearing, after notice and hearing and further investigation, that the proposed issue of stock is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the issue by the Worcester and Blackstone Valley Street Railway Company of additional shares of capital stock not exceeding one thousand four hundred (1,400) in number, amounting at par value to one hundred forty thousand dollars ($140,000), as an issue of stock reasonably necessary and of the amount required for paying certain floating indebtedness properly incurred in the construction and equipment of its railway and in the purchase of property necessary for its operation.

And it is *Determined,* That the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred dollars ($100) per share.

Attest: CHARLES E. MANN,

May 9, 1906. [6117] *Clerk.*

Petition of the Worcester and Blackstone Valley Street Railway Company for approval of an issue of bonds.

It appearing, after notice and hearing, and further inquiry, including an examination of the assets and liabilities of the petitioner and an appraisal of its property, that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests, — it is

Ordered, That the approval of the Board is hereby given to the issue by the Worcester and Blackstone Valley Street Railway Company of coupon or registered bonds to an amount not exceeding at par value two hundred thousand dollars ($200,000), payable in twenty years from date thereof and bearing interest at the rate of four and one-half per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of paying certain floating indebtedness properly incurred in the construction and equipment of the railway and in the purchase of property necessary for its operation.

Attest: CHARLES E. MANN,

December 5, 1906. [6181] *Clerk.*

Petition of the Worcester, Nashua and Rochester Railroad Company for approval of application of proceeds from sale of bonds.

After consideration, — it is

Ordered, That the approval of the Board be hereby given to the application by the Worcester, Nashua and Rochester Railroad Company of two thousand and twenty-five dollars and seventy cents ($2,025.70) received by it as a part of the premiums realized upon bonds issued by it under the order of the Board dated November 29, 1905, to certain necessary costs which the Board finds were properly incurred in connection with said issue.

Attest: CHARLES E. MANN,

April 10, 1906. [6091] *Clerk.*

CHARTER CERTIFICATES.

New Street Railway Companies.

Petition of the Worcester and Northern Street Railway Company for certificate of compliance with laws preliminary to establishment.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the requirements of law preliminary to the establishment of a Street Railway Corporation, as set forth in chapter 112 of the Revised Laws and acts in addition thereto, have been complied with by the subscribers to the annexed articles of Association for the formation of the Worcester and Northern Street Railway Company.

CHARLES E. MANN,

Boston, February 21, 1906. [6076] *Clerk.*

Petition of the Worcester and Providence Street Railway Company for certificate of compliance with laws preliminary to establishment.

By order of the Board of Railroad Commissioners, I, the undersigned, Clerk of said Board, hereby certify that the requirements of law preliminary to the establishment of a Street Railway Corporation, as set forth in chapter 112 of the Revised Laws and acts in addition thereto, have been complied with by the subscribers to the annexed articles of Association for the formation of the Worcester and Providence Street Railway Company.

CHARLES E. MANN,

Boston, June 8, 1906. [6172] *Clerk.*

RAILROAD AND RAILWAY CONSOLIDATIONS.

Petition of the Berkshire and the Hoosac Valley street railway companies for approval of terms of purchase and sale, and of the Berkshire Street Railway Company for an increase in capital stock.

It appearing, after notice and hearing, that the railways of the contracting companies connect; that the terms of purchase and sale provide for the transfer of the property and franchises of the Hoosac Valley Street Railway Company to the Berkshire Street Railway Company, which is to assume and pay all outstanding debts and obligations of the first named company; that these terms involve no decrease in the facilities for travel and no increase in the rates of fare; that the proposed purchase and sale is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase in the capital stock of the Berkshire Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor, and that an issue of such additional stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Berkshire Street Railway Company by the issue of shares not exceeding four thousand (4,000) in number, amounting at par value to four hundred thousand dollars ($400,000), in addition to the capital stock now issued and outstanding, the said additional shares to be issued for the purpose of carrying out the terms of the said contract and in exchange, share for share, for the outstanding shares of the Hoosac Valley Street Railway Company, the certificates of the last named shares to be upon exchange surrendered and cancelled.

Attest: CHARLES E. MANN,

June 8, 1906. [6153] *Clerk.*

Petition of the Boston and Maine Railroad for approval of the terms of purchase of the Danvers Railroad and of an issue of bonds in connection therewith.

It appearing that the stockholders and directors of the Boston and Maine Railroad and of the Danvers Railroad Company, acting under chapter 308, Acts of 1891, have duly agreed to and approved the terms of purchase of the property and franchises of the last named by the first named corporation; that these terms provide for the proper transfer of property and franchises, the payment of all outstanding debts and obligations and the retirement of the capital stock of the Danvers Railroad Company, and for a proper issue of bonds for the purpose of carrying out this contract of purchase and sale, — it is

Ordered, That the approval of the Board be hereby given to the terms of the above named contract of purchase and sale, as consistent with the public interests, and to the issue by the Boston and Maine Railroad of coupon or registered bonds to an amount not exceeding one hundred fifty-two thousand dollars ($152,000), payable twenty years from the date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of acquiring the property and franchises and of paying the indebtedness of the Danvers Railroad Company in accordance with said contract of purchase and sale, the shares of capital stock of that company to be cancelled as soon as may be and all certificates of such shares to be so endorsed.

Attest: CHARLES E. MANN,

September 28, 1906. [6237] *Clerk.*

Petition of the Boston and Maine Railroad for approval of the terms of purchase of the Newburyport railroad and of an issue of bonds in connection therewith.

It appearing that the stockholders and directors of the Boston and Maine Railroad and of the Newburyport Railroad Company, acting under chapter 308, Acts of 1891, have duly agreed to and approved terms of purchase of the property and franchises of the last named by the first named corporation; that these terms provide for the proper transfer of property and franchises, the payment of all outstanding debts and obligations and the retirement of the

capital stock of the Newburyport Railroad Company, and for a proper issue of bonds for the purpose of carrying out this contract of purchase and sale, — it is

Ordered, That the approval of the Board be hereby given to the terms of the above named contract of purchase and sale, as consistent with the public interests, and to the issue by the Boston and Maine Railroad of coupon or registered bonds to an amount not exceeding three hundred six thousand dollars ($306,000), payable twenty years from the date thereof and bearing interest at the rate of four per cent per annum, as an issue of bonds reasonably necessary and of the amount required for the purpose of acquiring the property and franchises and of paying the indebtedness of the Newburyport Railroad Company in accordance with said contract of purchase and sale, the shares of capital stock of that company to be cancelled as soon as may be and all certificates of such shares to be so endorsed.

Attest: CHARLES E. MANN,

September 28, 1906. [6236] *Clerk.*

Petition of the Boston and Northern Street Railway Company for approval of terms of purchase of the Georgetown, Rowley and Ipswich street railway and for authority to issue additional capital stock.

It appearing, after notice and hearing, that the railways of the contracting companies connect; that the Georgetown, Rowley and Ipswich Street Railway Company is to transfer all of its property and franchises to the Boston and Northern Street Railway Company, which is to assume and pay all outstanding debts and obligations; that the purchase and sale involves no decrease in the facilities for travel and no increase in the rates of fare, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which is upon file in this office.

And it appearing that an increase in the capital stock of the Boston and Northern Street Railway Company is reasonably requisite for the purpose of effecting an exchange of stock, share for share; and that the issue of this additional stock involves no increase in the aggregate amount of the capital stock and indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Boston and Northern Street Railway Company by the issue of shares not exceeding two thousand four hundred (2400) in number, at par value of two hundred forty thousand dollars ($240,000), said shares to be issued for the purpose of carrying out the terms of said contract and in exchange, share for share, for the outstanding shares of the Georgetown, Rowley and Ipswich Street Railway Company, the certificates of the last named shares to be upon exchange surrendered and cancelled.

Attest: CHARLES E. MANN,
SEPTEMBER 25, 1906. [6278] *Clerk.*

Petition of the Boston and Northern Street Railway Company for approval of terms of purchase of the Lowell and Woburn street railway, and for authority to issue additional capital stock.

It appearing, after notice and hearing, that the railways of the contracting companies connect; that the Lowell and Woburn Street Railway Company is to transfer all of its property and franchises to the Boston and Northern Street Railway Company, which is to assume and pay all outstanding debts and obligations; that the purchase and sale involves no decrease in the facilities for travel and no increase in the rates of fare, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which is upon file in this office.

And it appearing that an increase in the capital stock of the Boston and Northern Street Railway Company is reasonably requisite for the purpose of effecting an exchange of stock, share for share; and that an issue of this additional stock involves no increase in the aggregate amount of the capital stock and indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Boston and Northern Street Railway Company by the issue of shares not exceeding one thousand four hundred thirty-two (1,432) in number, at par value of one hundred forty-three thousand two hundred dollars ($143,200), the said shares to be issued for the purpose of carrying out the terms of said contract and in exchange, share for share, for the outstand-

ing shares of the Lowell and Woburn Street Railway Company, the certificates of the last named shares to be upon exchange surrendered and cancelled.

Attest: CHARLES E. MANN,
SEPTEMBER 25, 1906. [6279] *Clerk.*

Petition of the Taunton and Buzzards Bay and the New Bedford and Onset street railway companies for approval of terms of purchase and sale, and of the New Bedford and Onset Street Railway Company for an increase in capital stock.

It appearing, after notice and hearing, that the railways of the contracting companies connect; that the Taunton and Buzzards Bay Street Railway Company is to transfer all of its property and franchises to the New Bedford and Onset Street Railway Company, which is to assume and pay all outstanding debts and obligations; that the purchase and sale involves no decrease in the facilities for travel and no increase in the rates of fare, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which is upon file in this office.

And it appearing that an increase in the capital stock of the New Bedford and Onset Street Railway Company is reasonably requisite for the purpose of effecting an exchange of stock; and that an issue of this additional stock involves no increase in the aggregate amount of the capital stock and indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the New Bedford and Onset Street Railway Company by the issue of shares not exceeding five hundred (500) in number, at par value of fifty thousand dollars ($50,000), the said shares to be issued for the purpose of carrying out the terms of said contract and in exchange for fifteen hundred shares of the capital stock of the Taunton and Buzzards Bay Street Railway Company at par value of one hundred fifty thousand dollars, the certificates of the last named shares to be upon exchange surrendered and cancelled.

Attest: CHARLES E. MANN,
JUNE 11, 1906. [6163] *Clerk.*

EXTENSION OF FRANCHISE.

Petition of the Berkshire Street Railway Company for authority to extend its railway into the town of Egremont.

It appearing, after notice and hearing, that the petitioner is maintaining and operating a street railway in the town of Great Barrington; that the extension of its railway into the adjoining town of Egremont may promote the convenience of public travel and is consistent with the public interests, — it is

Ordered, That the Board hereby certify that public convenience requires that authority be granted to the Berkshire Street Railway Company to extend its railway into the town of Egremont, subject to the provisions of law relating to the location, construction and operation of street railways.

Attest: CHARLES E. MANN,

DECEMBER 13, 1906. [6385] *Clerk.*

Petition of the Berkshire Street Railway Company for authority to extend its railway into the town of Sheffield.

It appearing, after notice and hearing, that the petitioner is maintaining and operating a street railway in the town of Great Barrington; that the extension of its railway into the adjoining town of Sheffield may promote the convenience of public travel and is consistent with the public interests, — it is

Ordered, That the Board hereby certify that public convenience requires that authority be granted to the Berkshire Street Railway Company to extend its railway into the town of Sheffield, subject to the provisions of law relating to the location, construction and operation of street railways.

Attest: CHARLES E. MANN,

DECEMBER 13, 1906. [6386] *Clerk.*

GRADE CROSSINGS AND BRIDGES.

Railroad and Railway Crossings.

Petition of the Berkshire Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in Pittsfield.

It appearing, after notice and hearing, that the conditions existing in the city of Pittsfield where the highway known as Dalton road crosses the North Adams branch of the Boston and Albany railroad justify an extension of the time for maintaining the crossing of railroad and railway at the same level, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level in Pittsfield, under the order of the Board dated May 22, 1902, be further extended to the first day of January, 1908.

Attest: CHARLES E. MANN,
September 6, 1906. [6216] *Clerk.*

Petition of the Lexington and Boston Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in Bedford.

It appearing, after notice and hearing, that the conditions existing in the town of Bedford where Loomis street crosses the Boston and Maine railroad justify an extension of the time for maintaining the crossing of railroad and railway at the same level, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level on Loomis street in Bedford, under the order of the Board dated March 9, 1900, be hereby further extended to the first day of August, 1909.

Attest: CHARLES E. MANN,
July 27, 1906. [6185] *Clerk.*

Petition of the Medfield and Medway Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in the town of Medfield.

It appearing, after consideration, that the conditions existing in the town of Medfield where Main street crosses the New York, New Haven and Hartford railroad justify an extension of the time for maintaining the crossing of railroad and railway at the same level, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level in Main street in Medfield under the order of the Board dated February 28, 1900, be hereby further extended to the first day of March, 1909.

Attest: CHARLES E. MANN,
May 16, 1906. [6112] *Clerk.*

Petition of the Springfield and Eastern Street Railway Company for extension of time for maintaining grade crossing of railway and railroad in Palmer.

It appearing, after consideration, that the conditions existing in the town of Palmer where the highway between Thorndike and Three Rivers crosses the Ware River branch of the Boston and Albany railroad justify an extension of the time for maintaining the crossing of railroad and railway at the same level, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway and the railroad at the same level in Palmer, under the order of the Board dated April 4, 1898, be hereby further extended to the first day of April, 1909.

Attest: CHARLES E. MANN,
May 21, 1906. [6122] *Clerk.*

Railroad Tracks at Crossings.

Petition of the Boston and Albany and the New York Central and Hudson River railroad companies for consent to the construction of tracks across a way in Hinsdale.

It appearing that the selectmen of the town of Hinsdale have consented to the construction and maintenance of the proposed tracks across the way at grade therewith; that the county commis-

sioners of Berkshire county have adjudged that public necessity requires that they be so constructed; and that the same is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioners of railroad tracks to be operated by steam power upon and across the way known as the Old Town Road, as shown upon a plan on file in this office.

This consent is given upon the condition that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossings, and that no engine, car or train shall cross at a greater speed than four miles an hour.

Attest: CHARLES E. MANN,

October 19, 1906. [6314] *Clerk.*

Petition of the New York, New Haven and Hartford Railroad Company for consent to the construction of tracks across Northern avenue in South Boston, regulations for operating tracks and approval of height of bridge over said avenue.

After notice and hearing, it appearing that this petition is presented under chapter 381, Acts of 1903, and that favorable action upon the same is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioner of two railroad tracks to be operated by steam power upon and across the way known as Northern avenue in South Boston, as shown by red lines upon plan on file in this office.

This consent is given upon the condition that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossings, and that no engine, car or train shall cross at a greater speed than four miles an hour.

And it is further

Ordered, That the consent of the Board be hereby given to the construction of the proposed bridge over Northern avenue at a clear height of not less than seventeen feet above the surface of said Northern avenue.

Attest: CHARLES E. MANN,

November 23, 1906. [6309] *Clerk.*

PRIVATE RAILROADS.

Petition of the National Dock and Warehouse Company for consent to the crossing of certain streets in East Boston by private freight tracks.

R. W. HALE for petition.

W. C. MAGUIRE, J. E. MAGUIRE } for citizens.

P. J. DONAGHUE for labor organizations.

The petitioner owns a large property with extensive wharf frontage in East Boston which it desires to utilize for commercial purposes. Track connection between wharves and railroad is obviously very important, if not essential, to the success of the enterprise. If the connecting tracks were to be operated by any other power than steam the board of aldermen of Boston would have the exclusive right to determine whether they should cross public ways. As the proposed tracks are to be operated by steam the consent of this Board must also be secured to any crossing of the public ways.

The petitioner claims to have received from the board of aldermen a grant of the right to maintain tracks across certain streets in East Boston. The remonstrants claim that what purports to be a grant of such authority is in reality void and of no effect, and argue that this petition should be dismissed upon that ground.

The statute does not make this Board a tribunal to review the proceedings of the board of aldermen. It may not be improper to say, however, that if it were our duty to pass upon the questions of law which the remonstrants have argued we would decline to uphold any rule for governing the procedure of a legislative board which was based upon the assumption that such board could not be trusted to act as a deliberative body. The return of a measure by a mayor to a board of aldermen, with his reasons for withholding approval, calls for careful consideration, often suggesting new matter for thought. It is the occasion for something more than a mere marshalling of votes. The right to reconsider action upon it at the same meeting would seem essential to the proper performance of legislative duty.

The real issue here, however, is whether the petitioner is to be allowed to operate tracks across these streets at night by steam power.

The work of abolishing grade crossings of highways and railroads is now going on in East Boston. It is not strange that there

should be a vehement protest against any action which has the appearance of re-introducing evils that are being removed only after many years of agitation and persistent effort and at great expense. Many citizens of East Boston, actuated by interest in the public welfare, have expressed their fear that the enterprise of the petitioner threatens the return of the annoyances and perils of the ordinary railroad grade crossing.

If the granting of this petition could mean the re-establishment of such grade crossings nothing would induce us to grant it. If it could be perverted into the giving up of streets to freight yard use or to any appreciable obstruction we would refuse our consent.

It is to be borne in mind that the statute which sanctions private freight crossings represents a state policy as clearly defined and as thoroughly tested as that which at the same time provides for the abolition of steam railroad and highway crossings at the same grade. These laws have existed in harmony, side by side, for many years and action under both has been repeatedly approved.

The Legislature has given this Board authority by special statute to control the use of such tracks in public ways by subjecting them to conditions which will protect all public interests.

The petitioner has filed a definite statement of improvements to be made in its property which involve a large outlay. Immediate public benefits of local consequence, as well as important advantages to the commerce of the port of Boston, are therefore to be realized.

We are satisfied that the undertaking of the petitioner ought not to be defeated and that the maintenance of these tracks across the streets in question can be, and under the conditions hereinafter named will be, so restricted and controlled as to fully protect all public interests.

The consent of the Board is therefore hereby given to the construction and maintenance by the petitioner of a railroad for private use in the transportation of freight across the streets in East Boston named in the petition as shown upon the plan on file therewith.

This consent is given upon the condition that no engine, car or train shall pass upon or over a track located within a street at any other time than between the hours of eleven o'clock at night and five o'clock in the morning; that no engine, car or train shall be permitted to remain upon or obstruct a street; that every engine, car or train before crossing any street shall be stopped within fifty feet of it; that no engine, car or train shall cross a street at a speed

greater than four miles an hour; and that whenever any engine, car or train crosses a street it shall be preceded by an employee displaying a danger signal.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

May 2, 1906. [6049] *Commissioners.*

Petition of the American Steel and Wire Company for consent to the construction of a railroad for private use in the transportation of freight across a highway in Worcester.

It appearing that the board of aldermen of Worcester have consented to the construction and maintenance of the proposed railroad across the highway; that the county commissioners of Worcester county have adjudged that public necessity requires that the railroad cross the highway at a level therewith; and that the same is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioner of a railroad, for private use in the transportation of freight, to be operated by steam power upon and across the highway known as Prescott street, as shown upon a plan on file in this office.

This consent is given upon the condition that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing, and that no engine, car or train shall cross at a greater speed than four miles an hour.

Attest: CHARLES E. MANN,

September 28, 1906. [6291] *Clerk.*

By similar orders, the Board has during the past year consented to the construction of railroads for private use in the transportation of freight across highways, as follows: —

January 15, 1906, Blanchard Bros. Granite Company — Certain highways in Uxbridge. [6026]

April 25, 1906, Almira L. Cooley et als — Depot street in Pittsfield. [6106]

September 17, 1906, Almira L. Cooley et als — Morton place and McKay street in Pittsfield. [6174]

September 28, 1906, Thomas D. Connors — Highway leading

from Howland avenue to the Boston and Albany railroad station at Zylonite in Adams. [6288]

November 14, 1906, Florence Company — Main street in the village of Florence in Northampton. [6352]

January 15, 1906, Philip Holland — Currant Hill road in Lawrence. [5971]

August 22, 1906, Fred T. Ley and Company — Death Hill road, the Monson road and the state highway in Brimfield. [6256]

April 30, 1906, Mount Hope Finishing Company — Somerset avenue and South street in Taunton. [6116]

April 25, 1906, Richmond Iron Works — Highway near the Boston and Albany railroad station in Richmond. [6079]

August 20, 1906, Winchester Rock and Brick Company — Holton street in Woburn. [6247]

August 22, 1906, Wright Wire Company — Commercial street in Palmer. [6257]

Safeguards at Crossings.

Petition of the selectmen of Boxford relative to safeguards at crossings of highways and the Boston and Maine railroad.

A feeling abroad in the community that the railroad crossings in Boxford ought to be better protected led more than a year ago to action at a town meeting and a subsequent understanding between the selectmen and the railroad company.

It was arranged that at the Boxford station crossing a flagman should give warning of trains approaching from the north, and that all trains approaching from the south should be stopped before reaching the highway; that at Hale's crossing and Marden's crossing the company should acquire the necessary rights in adjacent real estate to enable it to remove obstructions which shut out the view of the railroad from the highways; and that at Barnes' crossing the company should install electric bells. The question is whether these safeguards are sufficient.

A clear view of the railroad on both sides of a grade crossing is most effective in protecting such crossings, as it gives travellers full opportunity to look out for themselves with nothing to induce a false feeling of security.

As this protection is possible at Hale's crossing and at Marden's crossing we recommend that the company secure the necessary rights in adjacent lands and complete the work of removing em-

bankments, woods and shrubbery which at present hide these crossings from the highway.

The plan for the Boxford station crossing is a good one if the duty to give warning of approaching trains is made paramount to all other duties of the employee who acts as flagman, and if the rule as to stopping trains be rigidly enforced for the express purpose of protecting the crossing. There was evidence at the hearing that trains sometimes ran by the station and over the highway. If the rule is to be occasionally disobeyed it is of no use.

Conditions at Barnes' crossing are unusual. The railroad premises are in plain sight from all points of view save one. As the traveller approaches from the west the railroad can be plainly seen, at some distance, but disappears to the left behind high land and buildings just before one reaches the crossing. In other words the railroad is first in sight and then out of sight long enough to permit a train to reach the crossing unnoticed. This makes the place a trap.

As there is comparatively little travel over the highway the company urges that electric bells are all that is needed here. The bells now used are undoubtedly better than those formerly in use and greater care is exercised over them. They are inspected daily and in case of any break or disarrangement they ring continuously for many hours.

We are unwilling, however, to agree that these bells are a sufficient safeguard under the peculiar conditions which exist at this crossing, without further information as to their effectiveness in giving warning to approaching travellers.

Therefore we recommend that the company maintain a flagman at Barnes' crossing who, beside the usual duties, shall take note and make report of the working of the bells and of the character and amount of travel upon the highway. We name for the experiment the period beginning with the fifteenth day of May and ending with the fifteenth day of September.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

April 17, 1906. [5994]

Hearing under section 151, part II, chapter 463, Acts of 1906 relative to safeguards at crossing of highway and railroad in East Brookfield.

The inquest and investigation following the accident of August 21, 1906, where an automobile was struck by a railroad train at the State highway crossing of the Boston and Albany railroad in East Brookfield, with fatal consequences to one and serious consequences to other occupants, has been delayed by reason of the injuries received by important witnesses.

Meanwhile, as a measure for preventing other accidents, the company has required trains to pass this crossing at a very low rate of speed. The company urges that this regulation of speed is sufficient as a permanent safeguard.

Independent of the decision as to the responsibility for this accident, and governed by the examination of the premises and inquiry into the ordinary uses of the highway, we are satisfied that this crossing should be protected by a flagman.

Physical conditions here prevent a clear view of the railroad adjacent to the crossing by persons approaching it. While the number of passing trains is comparatively few, this highway is an important one. Under these circumstances the Board directs the company to station a flagman at this crossing who shall display the proper signals to warn passengers of passing engines and trains.

The Board further suggests to those in charge of the highway improvements that the highway which unites near this point with the State road be relocated so that the two ways be brought together before this crossing is reached. This change would reduce the double to a single crossing, and so make for safety of travel.

By the Board,

JAMES F. JACKSON,
Chairman.

November 23, 1906. [6296]

Approval of Street Railway Bridge Plans.

During the year ending December 31, 1906, the Board, on the recommendation of Professor George F. Swain, bridge engineer, has approved plans submitted for street railway bridges, as follows:

Berkshire Street Railway.

December 26, 1906 — Plan for steel work of bridge over highway at bridge No. 1077, Berkshire division, at Lee. [6383]

Lowell and Fitchburg Street Railway.

January 22, 1906 — Steel span for Keyes Brook highway bridge in Westford. [6037]

Hartford and Worcester Street Railway.

November 28, 1906 — Bridges on the line of the Fiskdale extension in Sturbridge. [6362]

BRIDGES AT HEIGHT LESS THAN EIGHTEEN FEET.

Petition of the Boston and Maine Railroad for approval of height of bridge in Boston and Cambridge.[1]

After consideration, — it is

Ordered, That the consent of the Board be hereby given to the maintenance of a temporary bridge over the tracks of the Boston and Maine railroad parallel with and adjacent to Austin street in the city of Boston and Prison Point street in the city of Cambridge, at a clear height of not less than fifteen (15) feet above said tracks.

Attest: ALLAN BROOKS,
AUGUST 20, 1906. [6248] *Assistant Clerk.*

Petition of the Cambridge Park Department for approval of height of bridge over the Boston and Albany railroad.

After consideration, — it is

Ordered, That the consent of the Board be hereby given to the construction of a bridge over the tracks of the Boston and Albany railroad on the line of the Charles River Parkway near Brookline street in the city of Cambridge at a clear height of not less than sixteen (16) feet above the tracks of the railroad.

Attest: CHARLES E. MANN,
NOVEMBER 14, 1906. [6343] *Clerk.*

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[1] See also approval of height of bridge in Boston at Northern avenue crossing, *supra,* and in Ipswich in order approving grade crossing abolition, *infra.*

Petition of the Wonderland Company for approval of height of bridge in Revere.

After careful consideration, and in view of the nature of the present use and of the existing conditions upon the railroads and of the agreement entered into between the petitioner and the railroad companies, according to the terms of which it may be required that after the giving of suitable notice changes shall be made in this structure or the same removed, — it is

Ordered, That the consent of the Board be hereby given to the construction of a bridge over the tracks of the Boston and Maine railroad and of the Boston, Revere Beach and Lynn railroad near Baker avenue in the town of Revere at a clear height of not less than fifteen (15) feet above the tracks of the railroads.

Attest: CHARLES E. MANN,
April 5, 1906. [6092] *Clerk.*

Petition of the selectmen of Wellesley for approval of height of bridge over the Boston and Albany railroad.

After consideration, — it is

Ordered, That the consent of the Board be hereby given to the construction of a bridge over the tracks of the Boston and Albany railroad at Worcester street in the town of Wellesley at a clear height of not less than sixteen (16) feet above the tracks of the railroad.

Attest: CHARLES E. MANN,
May 9, 1906. [6130] *Clerk.*

Change of Grade of Railroads.

Petition of the selectmen of Bourne for consent to change of grade of the Old Colony railroad.

Upon the petition of the selectmen of Bourne for consent to changes in grade of a railroad as a part of the plan adopted by the special commission appointed by the Superior Court to consider the abolition of certain grade crossings in that town,

After consideration, — it is

Ordered, That the consent of the Board be hereby given to the following changes in railroad grades proposed by the special com-

mission above named in connection with its plan for the abolition of said crossings:

The grade of the Old Colony railroad is hereby changed, and established as follows, viz.:

Beginning at station 3107 of the Woods Hole branch of the Old Colony railroad, as shown on plan, at the elevation of forty-four and six one-hundredths (44.06) feet; thence descending southerly by a vertical curve to station 3108, at the elevation of forty-three and thirty-one one-hundredths (43.31) feet; thence by a descending grade at the rate of naught and seventy-five one-hundredths (0.75) feet per one hundred feet to station 3127, at the elevation of twenty-nine and six one-hundredths (29.06) feet; thence descending by a vertical curve to station 3129, at the elevation of twenty-eight and seventy-five one-hundredths (28.75) feet.

Attest: CHARLES E. MANN,
July 20, 1906. [6111] *Clerk.*

Petition of George W. Wiggin, Edmund K. Turner and William F. Dana, special commissioners, for consent to changes in the grade of the Boston and Maine railroad in Ipswich.

It appearing that certain changes in the grade of the Boston and Maine railroad are necessary for the convenience and safety of the public if the plan adopted by the petitioners for the abolition of a grade crossing of highway and railroad in the town of Ipswich is to be carried out, — it is

Ordered, That the consent of the Board be hereby given to the proposed changes in the grade of the Boston and Maine railroad, as properly incidental to the decision made by the petitioners in connection with the abolition of the above named crossing.

Attest: ALLAN BROOKS,
August 17, 1906. [6241] *Assistant Clerk.*

Petition of George W. Wiggin, Edgar R. Champlin and Edmund K. Turner, special commissioners, for consent to changes in the grade of the Boston and Maine railroad in Lynn.

It appearing that certain changes in the grade of the Boston and Maine railroad in the city of Lynn are incidental to the plan adopted by the petitioners for the abolition of the crossings of certain highways and the railroad in that city,

We hereby, after consideration, consent to the proposed changes in the grade of the Boston and Maine railroad as apparently necessary if the plan adopted by the petitioners is to be carried out; — this action in no wise to prejudice the right of any person to suggest a different course of action with regard to changes in the grade of the railroad, at the final hearing before this Board upon the approval of any plan for abolishing these crossings.

JAMES F. JACKSON,
CLINTON WHITE,
Commissioners.

August 2, 1906. [6224]

Petition of special commissioners in connection with abolition of grade crossings in Worcester for consent to changes in railroad grades.

Upon the petition of James R. Dunbar, George F. Swain and James H. Flint, commissioners appointed under the decree of the Superior Court to consider the abolition of crossings of highways and railroads at the same level in the city of Worcester, — it is

Ordered, That in so far as a finding is necessary in the premises, the consent of the Board be hereby given to the proposed changes in the grades of the Boston and Albany, the Norwich and Worcester and the Providence and Worcester railroads and the Viaduct, so-called, described in the petition, as a part of the plan proposed by them for the abolition of these crossings.

Attest: CHARLES E. MANN,
Clerk.

December 27, 1906. [6407]

CERTIFICATES RELATIVE TO ABOLITION OF GRADE CROSSINGS.

Petition of the selectmen of Bourne for certificate relative to abolition of grade crossing in that town.

After notice and hearing and examination of the proposed plan for abolishing the grade crossing of the Old Colony railroad known as Handy's crossing in the village of Cataumet in the town of Bourne, as set forth in the report of the special commission appointed by the Superior Court to consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board hereby certify that in its opinion the

adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,
November 21, 1906. [6350] *Clerk.*

Petition of the selectmen of Holden for certificate relative to abolition of grade crossings in that town.

After notice and hearing and examination of the proposed plan for abolishing the grade crossings of highways and the Fitchburg railroad in the town of Holden, as set forth in the report of the special commission appointed by the Superior Court to consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board hereby certify that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,
December 5, 1906. [6221] *Clerk.*

Petition of the Boston and Maine Railroad for certificate relative to abolition of grade crossing at High street in the town of Ipswich.

After notice and hearing and examination of the proposed plan for abolishing the grade crossing of High street and the Boston and Maine railroad in the town of Ipswich, as set forth in the report of the special commission appointed by the Superior Court to

consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board hereby certify that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

In issuing this certificate the Board consents to the construction of a bridge over the Boston and Maine railroad at High street in the town of Ipswich at a clear height of not less than sixteen (16) feet above the tracks.

Attest: CHARLES E. MANN,
October 12, 1906. [6275] *Clerk.*

Petition of the Boston and Maine Railroad for certificate relative to abolition of grade crossing at Locust street in the town of Ipswich.

After notice and hearing and examination of the proposed plan for abolishing the grade crossing of Locust street and the Boston and Maine railroad in the town of Ipswich, as set forth in the report of the special commission appointed by the Superior Court to consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board hereby certify that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,
October 12, 1906. [6276] *Clerk.*

Petition of the mayor and aldermen of New Bedford for certificate relative to abolition of grade crossings in that city.

After notice and hearing and examination of the proposed plan for abolishing the grade crossings of highways and the Old Colony railroad in the city of New Bedford, as set forth in the report of the Special Commission appointed by the Superior Court to consider the matter, and after full consideration of the expenditure therein authorized, — it is

Ordered, That the Board hereby certify that in its opinion the adoption of said plan and the incurring of such expenditure are consistent with the public interests and are reasonably required to secure a fair distribution between the different cities, towns and railroads of the Commonwealth of the public money appropriated for the abolition of grade crossings, and that such expenditure will not in its judgment exceed the amount to be paid by the Commonwealth under the provisions of law relating thereto.

Attest: CHARLES E. MANN,

April 18, 1906. [6097] *Clerk.*

Alteration of Crossings.

Designation of member of the Board for appointment on special commission.

In the matter of the alteration of bridges and approaches at the crossings of the tracks of the Old Colony Railroad Company with Plain street in the town of Braintree; with Liberty street in the town of Braintree; and with Columbian street in the town of Weymouth, the Board, acting under the provisions of section 137, chapter 111, Revised Laws, designates Clinton White, one of its members, for appointment by the Superior Court on a special commission to determine the questions named in said section.

For the Board,

CHARLES E. MANN,

May 21, 1906. [6146] *Clerk.*

Designation of member of the Board for appointment on special commission.

In the matter of the alteration of the crossing of Hancock street and the tracks of the New York, New Haven and Hartford railroad in the city of Quincy, the Board, acting under the provisions of section 137, chapter 111, Revised Laws, designates George W. Bishop, one of its members, for appointment by the Superior Court on a special commission to determine the questions named in said section.

For the Board,

CHARLES E. MANN,
Clerk.

JANUARY 8, 1906. [5900]

Designation of member of the Board for appointment on special commission.

In the matter of the alteration of the crossing under the Athol branch of the Boston and Albany railroad at Indian Orchard in the city of Springfield, the Board, acting under section 137, chapter 111, Revised Laws, designates George W. Bishop, one of its members, for appointment by the Superior Court on a special commission to determine the questions named in said section.

For the Board,

CHARLES E. MANN,
Clerk.

APRIL 13, 1906. [6110]

Petition of the New York, New Haven and Hartford Railroad Company for approval of alteration in crossing of highway and railroad in Pittsfield.

It appearing, after notice and hearing, that the board of aldermen of the city of Pittsfield and the directors of the New York, New Haven and Hartford Railroad Company and of the Berkshire Railroad Company are of opinion that it is necessary for the security and convenience of the public that an alteration be made in the crossing of Mill street and the Berkshire railroad, leased to and

operated by the New York, New Haven and Hartford Railroad Company, by replacing the present trestle bridge by a girder bridge; that they are agreed upon the character of the alteration to be made; and that an instrument in writing specifying the manner and limits within which said alteration shall be made, the party by whom the work shall be done, the general method of construction and the apportionment of cost, has been duly executed by the mayor of the city of Pittsfield and by the presidents of the railroad corporations, a copy of which agreement is as follows:

Agreement for Alteration of a Crossing of Highway and Railroad in the City of Pittsfield.

Whereas there is a certain crossing in the city of Pittsfield about fourteen hundred (1400) feet westerly from the Pittsfield passenger station of the Berkshire Railroad Company, leased to and operated by The New York, New Haven and Hartford Railroad Company, by which Mill street, so called, is carried underneath the railroad of said company; and the directors of said railroad companies and the board of aldermen of said city are of the opinion that it is necessary for the security and convenience of the public that an alteration be made in said crossing by which the present trestle bridge shall be replaced by a girder bridge; and they agree as to the alteration which should be made:

Now therefore in pursuance of the provisions of Revised Laws, chapter 111, section 157, this instrument in writing is made and signed on behalf of said city by the mayor, being duly authorized by the board of aldermen, and on behalf of said directors by the presidents of the respective railroad companies, thereunto duly authorized, specifying the manner and limits within which the alteration shall be made, and by which party the work shall be done, and general method of construction, and how the cost shall be borne.

Alterations in Highway.

Said street is to be lowered six (6) inches to a point where it passes under the north girder of bridge over said street and from said point northwesterly the grade of said street shall ascend at the rate of about 6.7 feet in one hundred feet for a distance of about sixty-seven (67) feet to where it intersects the present grade of said street. From said point under north girder of bridge southeasterly the grade of said street shall descend at the rate of about 4.4 feet in one hundred feet for a distance of about forty-three (43) feet to where it intersects the present grade of said street. There shall be a suitable vertical curve at the intersection of the two above described grades. Said street is to be widened to thirty-three (33) feet where proposed pier is to be built.

Bridge.

A new bridge of iron or steel shall be built to carry the railroad over said street with a clear height of fourteen (14) feet above the same. It shall be supported on a suitable abutment and pier of stone or concrete placed thirty-three (33) feet apart at the grade of said street.

Plan.

The alterations hereinbefore described are shown upon plan herewith entitled "New York, New Haven and Hartford Railroad, Berkshire Division. Plan showing proposed pier at Mill Street, Pittsfield, Mass. March, 1906."

Performance of the Work.

The New York, New Haven and Hartford Railroad Company shall furnish all the material and do all the work necessary to accomplish the above described alteration.

Apportionment of Expenses.

The total cost of the alterations as aforesaid, including the cost of any necessary hearings, the expenses of the Board of Railroad Commissioners and its necessary agents, and all damages, shall be paid by The New York, New Haven and Hartford Railroad Company.

Signed in behalf of the City of Pittsfield by the Mayor duly authorized by the board of aldermen, and by the President of the Berkshire Railroad Company and The New York, New Haven and Hartford Railroad Company, being duly authorized by their respective directors.

ALLEN H. BAGG,
Mayor of the City of Pittsfield.

C. S. MELLEN,
President of the Berkshire Railroad Company.

C. S. MELLEN,
President of the New York, New Haven and Hartford Railroad Company.

It is *Ordered,* That the approval of the Board be hereby given to the agreement and to the alteration therein set forth as necessary for the convenience and security of the public.

Attest: CHARLES E. MANN,
Clerk.

July 27, 1906. [6198]

Petition of the Boston and Maine Railroad for approval of an agreement for alteration of crossings of highway and railroad in the town of Sterling.

It appearing, after notice to the Attorney-General of the Commonwealth, the Worcester, Nashua and Rochester Railroad Company, the New York, New Haven and Hartford Railroad Company and the Worcester Consolidated Street Railway Company, in writing, and to all parties interested by advertisement, and a hearing, that the selectmen of the town of Sterling and the directors of the Boston and Maine Railroad are of opinion that it is necessary for the security and convenience of the public that an alteration be made in the crossing located at or near the Sterling Junction railroad station and known as Loring street, so that it may be carried over said railroad tracks and that certain other public crossings, one being located 540 feet northeasterly of said Loring street and another 300 feet northeasterly of the town line between West Boylston and Sterling, be abolished, and that certain new ways be built in substitution therefor, and that they are agreed upon the character of the alterations to be made; that an instrument in writing specifying the manner and limits within which said alterations shall be made, the party by whom the work shall be done, the general method of construction and the apportionment of cost, has been duly executed by the chairman of the selectmen and by the president of the railroad corporation, a copy of which agreement is as follows:

Agreement for Alteration of a Crossing of a Railroad and Certain Public Ways in the Town of Sterling.

Whereas there is a certain crossing in the town of Sterling in the county of Worcester, by which Loring street, so-called, a public way, crosses at grade the railroad tracks of the Boston and Maine Railroad, to wit, the railroad tracks leased to said Boston and Maine Railroad by the Worcester, Nashua and Rochester Railroad Company and operated by the Boston and Maine Railroad, said crossing being located at or near the railroad station known as Sterling Junction, as shown on a plan entitled "Proposed Abolition of Grade Crossings in the Towns of Sterling and West Boylston, Mass. Feb. 1906"; which said plan is hereby referred to as part of this agreement; and

Whereas said railroad tracks at a point in said town of Sterling, about five hundred and forty feet northeasterly of said Loring street are crossed by a certain other public way, shown on the plan hereinbefore referred to, marked "B"; and

Whereas said railroad tracks at a point in said town of Sterling, about three hundred feet northeasterly where said tracks are crossed by the town line between West Boylston and Sterling, are also crossed by a certain other public way, shown on said plan, marked "A"; and

Whereas the directors of the above named railroad corporation and the selectmen of the town of Sterling are of the opinion that it is necessary for the security and convenience of the public that alterations should be made in said crossings, to the end that the approaches on said Loring street and the grades thereof may be changed so that said Loring street may be carried over said railroad tracks, and to the further end that the crossings of said public ways marked "A" and "B" with said railroad may be abolished, and certain new ways in said town of Sterling substituted therefor; and they have agreed as to the alterations which should be made;

Now therefore, in pursuance of the provisions of the Revised Laws of Massachusetts, chapter 111, section 157, this instrument in writing is made and signed on behalf of said town of Sterling by the chairman of the selectmen of said town duly authorized, and by the president of the Boston and Maine Railroad, duly authorized by the directors of said company, specifying the manner and limits within which the alterations shall be made, and by which party the work shall be done, the general method of construction, the grades of the railroad and public way or ways, and also what land or other property it is necessary to take, and what portion, if any, of any existing public way is to be discontinued and how the cost thereof shall be apportioned between the town and the railroad company.

Alterations in the Highways.

Loring street, at the crossing of the Worcester, Nashua and Rochester railroad, in Sterling, shall be raised; the grade of the centre line to be as follows: Beginning at the present grade of said street on the southerly side of the Worcester, Nashua and Rochester railroad, and thence ascending with a gradient not exceeding five feet per one hundred feet to the bridge over the railroad tracks. The elevation on said bridge to be twenty-three and five tenths (23.5) feet above the tops of the rails in the main tracks of said Worcester, Nashua and Rochester railroad at their present grade. Northerly from the bridge the grade shall descend with a gradient not exceeding five feet per one hundred feet to meet the present grade of Loring street. The driveway on the raised portion of Loring street shall be not less than thirty-one (31) feet between fences.

Bridge.

Loring street shall be carried over the railroad tracks on a bridge of two spans proportioned for a running load of one hundred (100) pounds per square foot of width between fences or a concentrated load of twelve (12) tons on four (4) wheels spaced five by ten (5 x 10) feet; and for

an electric car according to the regulations of the Massachusetts Railroad Commissioners in connection with the above uniform load.

The bridge shall be thirty-one (31) feet wide between fences and the clear head-room between the underside of bridge and top of rails shall be nowhere less than twenty-one (21) feet.

The bridge shall be supported on a pier and two abutments located as shown on the plan. Suitable wing walls shall be built on the abutments for holding the slopes of the highway as raised.

The masonry of the abutments, wing walls and pier shall be granite in regular courses not less than twenty (20) inches rise, laid solid in cement mortar. Heading joints shall be vertical and they and the bed joints shall be not over one inch. No pinners shall be allowed in the face. The backing shall be good rubble or concrete, or the masonry of the abutments, wing walls and pier shall be of a good quality of concrete.

Fills.

All fills on Loring street and on the new ways shall be of earth, with side slopes one and one-half horizontal to one vertical.

Freight House.

The existing freight house near Loring street may be moved to a new location nearly opposite Sterling Junction passenger station, as shown on plan.

Fences.

Substantial fences shall be built on the new ways wherever the safety of the public may require such protection.

Culverts.

Suitable culverts shall be constructed where needed throughout the extent of work described in this agreement, and at a point about eleven hundred (1100) feet southwesterly of Clinton road, the course of Waushaccum brook may be changed to keep it outside the limits of the new way.

Grade Connection.

All changes in grade are to be connected with suitable vertical curves. All highways, the construction or regrading of which is provided for herein shall be suitably surfaced with gravel to the depth of at least six (6) inches.

Driveways.

A driveway shall be constructed from a point on the easterly side of Loring street, in Sterling, distant about seven hundred (700) feet northerly from tracks of Worcester, Nashua and Rochester railroad to the station grounds, and any necessary grading may be done on said grounds.

A driveway shall also be constructed from the junction of Loring street with the new way leading to Clinton road, in Sterling, to the new location of the freight house.

Alteration in Way Marked "A."

That part of the road marked "A" on the accompanying plan, in Sterling, lying within the location of said Worcester, Nashua and Rochester railroad, is hereby discontinued.

New Ways Substituted.

A new way shall be constructed in Sterling from the road marked "A" on the accompanying plan in a southwesterly direction to the town line between Sterling and West Boylston described as follows: —

The westerly line of said new way begins at the southerly side of said road marked "A", at a point forty (40) feet westerly from the westerly line of the location of the Worcester Consolidated street railway, and thence runs south 8° 55′ west about one hundred seventy-five (175) feet to said town line between Sterling and West Boylston. The easterly line of said new way begins at the southerly side of said road marked "A" at a point fifty (50) feet easterly from the above described westerly line, and thence runs south 8° 55′ west about one hundred seventy-five (175) feet to said town line. The driveway of said new way is to be twenty-eight (28) feet in width, the embankment to join the embankment of the Worcester Consolidated street railway.

The grade of said street shall be on the same level as the roadbed of the Worcester Consolidated street railway.

A new way shall be built from Loring street to Prescott street, in Sterling, described as follows: — The northerly line of said new way begins on the westerly line of Loring street at the division line between land of Sarah and John Mortimer and land of Fred H. Bates, and thence runs south 82° 39′ west two hundred and sixty-one (261) feet; thence south 88° 52′ west, one thousand two hundred and ninety-nine (1299) feet, more or less, to Prescott street; the southerly line to be parallel with and fifty (50) feet distant southerly from above described line, from the easterly line of Prescott street to a point about one thousand five hundred and fourteen (1514) feet easterly of the same; thence it runs south 48° 55′ east ninety-two (92) feet, more or less, to the westerly side of Loring street. The driveway of the said new way is to be twenty-one (21) feet in width.

The grade of the centre line of said new way shall be as follows: — Beginning at the present grade of Prescott street, and thence descending to meet the present grade of Sterling street; thence ascending with a uniform gradient to meet the grade of Loring street.

Alteration in Way Marked "B."

That part of the road marked "B" on the accompanying plan, in Sterling, lying within the location of said Worcester, Nashua and Rochester railroad, is hereby discontinued.

New Way Substituted.

A new way shall be constructed from Loring street to Clinton road, in Sterling, described as follows: — Beginning at a stone bound in the easterly side of Loring street, distant about six hundred and forty (640) feet southerly from the Worcester, Nashua and Rochester railroad, in the westerly line of the said new way; thence said westerly line runs north 29° 57′ east one thousand eight hundred seventy-three and three-tenths (1873.3) feet to the southeasterly side line of location of the Worcester, Nashua and Rochester railroad; thence north 41° 59′ east by said side line of location, five hundred ninety-three and six-tenths (593.6) feet. As far as the point thus reached, the easterly line of new way will be parallel with and fifty (50) feet easterly from above described line. From said point, the westerly line is to continue on the southeasterly side line of location of said Worcester, Nashua and Rochester railroad, three hundred eleven and six-tenths (311.6) feet to Clinton road; the easterly line of said new way to curve in a northeasterly direction with radius of two hundred eighty-six and six-tenths (286.6) feet, three hundred sixty-one and three-tenths (361.3) feet to southerly line of Clinton road. The driveway of the said new way is to be twenty-one (21) feet in width.

The grade of the centre line shall be as follows: — Beginning at the present grade of Clinton road, and thence descending with a gradient not exceeding five feet per one hundred feet; thence continuing on a level grade to meet the present grade of Loring street.

Land Necessary to be Taken.

Parcel No. 1. — A parcel of land in Sterling supposed to belong to the J. J. Griffin Estate, bounded and described as follows: —

Beginning at the southeasterly corner on Sterling street at land of said Griffin Estate; thence S. 88° 52′ west by said Griffin estate, one hundred and forty-one (141) feet, more or less; thence northerly by Prescott street fifty-one and three-tenths (51.3) feet, more or less; thence north 88° 52′ east by land of said Griffin Estate one hundred twenty-seven (127) feet, more or less; thence south 3° 55′ east by Sterling street fifty and one-tenth (50.1) feet; containing six thousand six hundred and eighty-eight (6,688) square feet, more or less.

Parcel No. 2. — A parcel of land in Sterling supposed to belong to the J. J. Griffin Estate, bounded and described as follows: —

Beginning at the southeasterly corner of the premises at land of Fred H. Bates; thence south 88° 52′ west by land of said Griffin Estate, one thousand one hundred twenty-two and six-tenths (1122.6) feet; thence north 3° 55′, west by Sterling street fifty and one-tenth (50.1) feet; thence north 88° 52′ east by land of said Griffin Estate, one thousand one hundred twenty-two and two-tenths (1122.2) feet; thence south

4° 9′ west by land of Fred H. Bates fifty (50.0) feet to the point of beginning; containing fifty-six thousand one hundred twenty (56,120) square feet.

Parcel No. 3. — A parcel of land in Sterling supposed to belong to Fred H. Bates; bounded and described as follows: —

Beginning at the southeasterly corner of the premises on Loring street at land of V. R. Warren; thence south 88° 52′ west by land of said Warren, thirty-two (32) feet; thence north 0° 30′ west by land of said Bates three hundred eight and seven-tenths (308.7) feet; thence north 48° 55′ west, still by land of said Bates, seventy-nine and six-tenths (79.6) feet; thence south 82° 39′ west, still by land of said Bates, one hundred ninety-nine and five-tenths (199.5) feet; thence north 4° 9′ east by land of J. J. Griffin Estate, fifty (50.0) feet; thence north 82° 39′ east by land of John and Sarah Mortimer, two hundred and sixty-one (261) feet; thence south 5° 5′ east on Loring street, four hundred twenty-one and one-tenth (521.1) feet, to the point of beginning; said parcel containing twenty-one thousand two hundred and five (21,205) square feet.

Parcel No. 4. — A parcel of land in Sterling supposed to belong to V. R. Warren, bounded and described as follows: —

Beginning at the southeasterly corner of the premises on Loring street at land of the Worcester, Nashua and Rochester Railroad Company; thence south 41° 59′ west by land of said railroad, fifty-two and seven-tenths (52.7) feet; thence north 0° 30′ west by land of said Warren eighty-four and four-tenths (84.4) feet to land of Fred H. Bates; thence north 88° 52′ east by land of said Bates, thirty-two (32) feet; thence south 5° 5′ east by Loring street, forty-four and seven-tenths (44.7) feet, to the point of beginning, containing two thousand two hundred and fifteen (2215) square feet.

Parcel No. 5. — A parcel of land in Sterling supposed to belong to the Worcester, Nashua and Rochester Railroad Company, bounded and described as follows: —

Beginning at the southerly corner at land of Fred H. Bates on Loring street; thence north 81° 29′ west by land of said Bates, twenty-six (26) feet; thence north 9° 47′ west by land of said company, one hundred five and five-tenths (105.5) feet; thence north 41° 59′ east, still by land of said company, forty-six (46) feet; thence south 5° 5′ east by said Loring street, one hundred forty-three and five-tenths (143.5) feet to the point of beginning; containing three thousand six hundred forty-five (3,645) square feet.

Parcel No. 6. — A parcel of land in Sterling supposed to belong to Fred H. Bates, bounded and described as follows: —

Beginning at the northeasterly corner of the premises on Loring street at land of the Worcester, Nashua and Rochester railroad; thence south 5° 5′ east by Loring street, fifteen and five-tenths (15.5) feet; thence curving in a southerly direction, with radius of seven hundred

sixty-two (762) feet still by said street, one hundred twenty-two and two-tenths (122.2) feet; thence north 81° 29′ west, sixteen and one-tenth (16.1) feet; thence curving in a northerly direction, with radius of nine hundred twenty (920) feet by land of said Bates, one hundred thirty-four and five-tenths (134.5) feet; thence north 9° 47′ west still by land of said Bates, five (5) feet; thence south 81° 29′ east, twenty-six (26) feet to the point of beginning, containing two thousand eight hundred seventy (2,870) square feet.

Parcel No. 7. — A parcel of land in Sterling supposed to belong to the Palmer Wagon Company, bounded and described as follows: —

Beginning at the southeasterly corner of the premises on Loring street at the old way marked "A" on the plan, and thence running westerly by said way thirty-four (34) feet; thence northerly by land of said Palmer Wagon Company seven hundred and thirty-five (735) feet, more or less; thence south 81° 29′ east by land of Fred H. Bates, sixteen and one-tenth (16.1) feet; thence curving in a southerly direction with a radius of seven hundred and sixty-two (762) feet by Loring street sixty-four (64) feet; thence south 8° 55′ west still by said Loring street six hundred and sixty-eight (668) feet, more or less, to the point of beginning; containing nineteen thousand and sixty-six (19,066) square feet, more or less.

Parcel No. 8. — A parcel of land in Sterling supposed to belong to the Commonwealth of Massachusetts, bounded and described as follows: —

Beginning at the southwesterly corner of the premises on Loring street; thence north 8° 55′ east by Loring street, three hundred thirty-seven and three-tenths (337.3) feet; thence curving to the north with a radius of eight hundred and eighteen (818) feet still on Loring street, one hundred and sixteen (116) feet; thence north 11° 12′ east by land of the Old Colony Railroad Company, eighty and four-tenths (80.4) feet; thence south 43° 41′ east by land of Fred H. Bates, sixty-four and five-tenths (64.5) feet; thence curving to the south with a radius of eight hundred and eighty (880) feet by land of the Commonwealth of Massachusetts, one hundred forty-one and five-tenths (141.5) feet; thence south 12° 30′ west still by land of said Commonwealth ninety-three (93) feet; thence north 29° 57′ east by land of said Commonwealth, one hundred ninety-three and six-tenths (193.6) feet; thence south 43° 41′ east by land of said Bates, fifty-two and one-tenth (52.1) feet; thence south 29° 57′ west by land of said Commonwealth, four hundred thirty-eight and five-tenths (438.5) feet to the point of beginning; containing thirty-five thousand and ninety (35,090) square feet.

Parcel No. 9. — A parcel of land in Sterling supposed to belong to Fred H. Bates, bounded and described as follows: —

Beginning at the northeasterly corner on the road marked "B" on plan; thence south 1° 46′ east by land of said Bates, ninety-two (92) feet; thence curving in a southerly direction, with radius of eight

hundred and eighty (880) feet; still by land of said Bates, forty-four and five-tenths (44.5) feet; thence north 43° 41′ west by land of the Commonwealth of Massachusetts, sixty-four and five-tenths (64.5) feet; thence north 11° 12′ east, twenty-three (23) feet; thence north 29° 54′ east, seventy-seven and two-tenths (77.2) feet to the point of beginning; containing three thousand five hundred and three (3,503) square feet.

Parcel No. 10. — A parcel of land in Sterling supposed to belong to the Old Colony Railroad Company, bounded westerly by Loring street, sixty-four (64) feet, more or less; northwesterly by the road marked "B" on plan, forty-five (45) feet, more or less; easterly by land of Fred H. Bates and land of Commonwealth of Massachusetts, one hundred and three (103) feet, more or less; containing seven hundred and forty-two (742) square feet, more or less.

Parcel No. 11. — A parcel of land in Sterling supposed to belong to the Old Colony Railroad Company, bounded and described as follows: —

Beginning at the northwesterly corner of the premises on Loring street at the location of the Worcester, Nashua and Rochester railroad; thence north 41° 59′ east by said location, one hundred fifty-eight and seven-tenths (158.7) feet; thence south 11° 12′ west, two hundred three and two-tenths (203.2) feet; thence south 29° 54′ west by the road marked "B" on plan, ninety-two and eight-tenths (92.8) feet; thence north 5° 5′ west by Loring street, ninety-nine and nine-tenths (99.9) feet; thence south 84° 55′ west still by Loring street, six (6) feet; thence north 5° 5′ west still by Loring street, sixty-three and one-tenth (63.1) feet to the point of beginning; containing twelve thousand seven hundred and five (12,705) square feet.

Parcel No. 12. — A parcel of land in Sterling supposed to belong to the Old Colony Railroad Company, bounded and described as follows: —

Beginning at a point in the northwesterly location line of the Worcester, Nashua and Rochester railroad at Loring street; thence north 5° 5′ west by said street, one hundred thirty-eight and one-tenth (138.1) feet to land of Fred H. Bates; thence north 60° 39′ east by land of said Bates, one hundred ninety-nine and six-tenths (199.6) feet; thence south 11° 12′ west by said land of Worcester, Nashua and Rochester railroad, seventy-three (73) feet; thence south 41° 59′ west by northwesterly line of location of said railroad two hundred twenty and four-tenths (220.4) feet to the point of beginning; containing sixteen thousand six hundred and seventy-three (16,673) square feet.

Parcel No. 13. — A parcel of land in Sterling supposed to belong to Fred H. Bates, bounded and described as follows: —

Beginning at the southerly corner of the premises at Loring street and at land of the Old Colony Railroad Company; thence running north 5° 5′ west, two hundred eighty-one and five-tenths (281.5) feet; thence south 87° 46′ east by land of Old Colony Railroad Company two hundred thirty-three and four-tenths (233.4) feet; thence south 11° 12′ west, by land of Worcester, Nashua and Rochester Railroad

Company, one hundred seventy-six and eight-tenths (176.8) feet; thence south 60° 39′ west, by land of Old Colony Railroad Company one hundred ninety-nine and six-tenths (199.6) feet to the point of beginning; containing forty-five thousand nine hundred and eighty-seven (45,987) square feet.

Parcel No. 14. — A parcel of land in Sterling supposed to belong to the Old Colony Railroad Company, bounded and described as follows: —

Beginning at the southwesterly corner on Loring street at land of Fred H. Bates; thence north 5° 5′ west by said street, two hundred and seventy (270) feet; thence south 15° 15′ east, by land of the Old Colony Railroad Company, two hundred eighty and eight-tenths (280.8) feet; thence north 87° 46′ west by land of said Bates, fifty (50) feet to the point of beginning; containing six thousand six hundred ninety-five (6,695) square feet.

Parcel No. 15. — A parcel of land in Sterling supposed to belong to Fred H. Bates, bounded and described as follows: —

Beginning at the southerly corner of the premises at land of the Commonwealth of Massachusetts; thence north 43° 41′ west by land of said Commonwealth, fifty-two and one-tenth (52.1) feet; thence north 29° 57′ east by land of said Bates, nine hundred thirty-one and nine-tenths (931.9) feet; thence south 55° 41′ east by land of the Sterling Camp Ground Association, fifty and two-tenths (50.2) feet; thence south 29° 57′ west by land of said Bates, nine hundred forty-two and seven-tenths (942.7) feet to the point of beginning; containing forty-six thousand eight hundred and sixty-four (46,864) square feet.

Parcel No. 16. — A parcel of land in Sterling supposed to belong to the Sterling Camp Ground Association, bounded and described as follows: —

Beginning at the southerly corner at land of Fred H. Bates; thence north 55° 41′ west by land of said Bates, fifty and two-tenths (50.2) feet; thence north 29° 57′ east by land of said Association, six hundred eighteen and three-tenths (618.3) feet to the southeasterly side line of location of the Worcester, Nashua and Rochester railroad; thence north 41° 59′ east on said location line, five hundred ninety-three and six-tenths (593.6) feet; thence on a curved line a distance of three hundred eleven and six-tenths (311.6) feet still on said location line to Clinton road; thence south 6° 32′ east by said road, one hundred twenty and seven-tenths (120.7) feet; thence south 65° 47′ east still by said road, one hundred thirty-nine and four-tenths (139.4) feet; thence curving in a southwesterly direction with radius of two hundred eighty-six and six-tenths (286.6) feet by land of Sterling Camp Ground Association, three hundred sixty-one and three-tenths (361.3) feet; thence south 41° 59′ west still by land of said Association, five hundred eighty-eight and four-tenths (588.4) feet; thence south 29° 57′ west still by land of said Association, six hundred sixteen and nine-tenths

(616.9) feet to the point of beginning; containing eighty-three thousand nine hundred and nineteen (83,919) square feet.

Parcel No. 16a. — A parcel of land in Sterling supposed to belong to the Worcester Consolidated Street Railway Company, being a strip of land ten (10) feet wide, beginning at the old way marked "A" on the plan and running one hundred and seventy-five (175) feet, more or less, southerly to the town line between Sterling and West Boylston, bounded westerly by the westerly location line of the Worcester Consolidated street railway.

Parcel No. 16b. — A parcel of land in Sterling, supposed to belong to Charles H. Palmer, being a strip of land forty (40) feet wide, beginning at the old way marked "A" on the plan and running southerly about one hundred seventy-five feet, more or less, to the town line between Sterling and West Boylston, bounded on the east by the westerly location line of the Worcester Consolidated street railway.

Parcel No. 30. — A parcel of land in Sterling supposed to belong to Fred H. Bates, bounded and described as follows: —

Beginning at the northwesterly corner at land of the Worcester, Nashua and Rochester Railroad Company; thence north 41° 59′ east by land of said railroad company, sixty-four (64) feet, more or less; thence south 29° 54′ west by the road marked "B" on said plan, one hundred and three (103) feet, more or less; thence north 11° 12′ east by land of the Old Colony Railroad Company, forty-two (42) feet, more or less, to the point of beginning; containing seven hundred and thirty (730) square feet.

Plan.

The alterations hereinbefore described are shown upon a plan herewith entitled, "Proposed Abolition of Grade Crossings, in the Towns of Sterling and West Boylston, Mass. Feb. 1906."

Performance of the Work.

The Boston and Maine Railroad shall furnish all the material and do all the work necessary to accomplish the above described alteration.

Apportionment of Expenses.

The total cost of the alterations, work and damages, as aforesaid, including the cost of any necessary hearings, the expenses of the board and its necessary agents, and of the auditor, shall be apportioned and paid as follows: The Town of Sterling shall pay ten per cent (10%) thereof; the balance shall be paid by the Boston and Maine Railroad, and the Boston and Maine Railroad shall be entitled to receive from the Commonwealth twenty per cent (20%) of said total cost.

Signed in behalf of the town of Sterling by the chairman of the

selectmen, duly authorized by the selectmen of said town of Sterling, and by the president of the Boston and Maine Railroad, duly authorized by its directors.

GEORGE F. BUTTERICK,
Chairman of the selectmen of Sterling.
LUCIUS TUTTLE,
President of Boston and Maine Railroad.

It is *Ordered,* That the approval of the Board be hereby given to the agreement and to the alterations therein set forth as necessary for the convenience and security of the public.

Attest: CHARLES E. MANN,
APRIL 19, 1906. [6089] *Clerk.*

Petition of the Boston and Maine Railroad for approval of an agreement for alteration of crossing of highway and railroad in West Boylston.

It appearing, after notice to the Attorney-General of the Commonwealth, the Worcester, Nashua and Rochester Railroad Company, the New York, New Haven and Hartford Railroad Company and the Worcester Consolidated Street Railway Company in writing, and to all parties interested by advertisement, and a hearing, that the selectmen of the town of West Boylston and the directors of the Boston and Maine Railroad are of opinion that it is necessary for the security and convenience of the public that an alteration be made in the crossing located about 250 feet southerly from the town line between the towns of Sterling and West Boylston and known as Sterling street, where the public way crosses the railroad at grade, and a new way built in substitution therefor, and that they are agreed upon the character of the alterations to be made; that an instrument in writing specifying the manner and limits within which said alterations shall be made, the party by whom the work shall be done, the general method of construction and the apportionment of cost, has been duly executed by the chairman of the selectmen and by the president of the railroad corporation, a copy of which agreement is as follows:

AGREEMENT FOR ALTERATION OF A CROSSING OF A RAILROAD AND A PUBLIC WAY IN THE TOWN OF WEST BOYLSTON.

Whereas there is a certain crossing in the town of West Boylston in the county of Worcester, by which Sterling street, so-called, a public way in said town, crosses the railroad tracks of the Boston and Maine

railroad, to wit, the railroad tracks leased to said Boston and Maine Railroad by the Worcester, Nashua and Rochester Railroad Company and operated by the Boston and Maine Railroad, said crossing being located about two hundred and fifty (250) feet southerly of the town line between the town of Sterling and the town of West Boylston as shown on a plan entitled, "Proposed abolition of Grade Crossings in the Towns of Sterling and West Boylston, Mass., Feb. 1906"; which said plan is hereby referred to as part of this agreement; and

Whereas the directors of the above named railroad corporation and the selectmen of the town of West Boylston are of the opinion that it is necessary for the security and convenience of the public that alterations should be made in said crossing, to the end that said crossing may be discontinued and a new way in substitution therefor may be constructed; and they have agreed as to the alterations which should be made;

Now therefore, in pursuance of the provisions of the Revised Laws of Massachusetts, chapter 111, section 157, this instrument in writing is made and signed on behalf of said town of West Boylston by the chairman of the selectmen of said town duly authorized, and by the President of the Boston and Maine Railroad, duly authorized by the directors of said company, specifying the manner and limits within which the alterations shall be made, and by which party the work shall be done, the general method of construction, the grades of the public way, and also what land or other property it is necessary to take, and what portion, if any, of any existing public way shall be discontinued, and how the cost thereof shall be apportioned between the town and railroad company.

Alterations in the Highway.

That part of Sterling street, in West Boylston, lying within the location of the Worcester, Nashua and Rochester railroad is hereby discontinued.

New Way Substituted.

A new way shall be constructed in West Boylston from a point of connection with the proposed extension of Loring street in the town of Sterling to a point of connection with Sterling street in said town of West Boylston, as follows:

The westerly line of said new way begins at the town line between Sterling and West Boylston where said town line is intersected by the westerly side line of the proposed location of Loring street in the town of Sterling, said point being forty (40) feet westerly from the westerly location line of the Worcester Consolidated street railway; thence running south 8° 55′ west about two thousand six hundred and fifty-five (2,655) feet; thence south 13° 45′ west, about three hundred and seventy (370) feet to Sterling street. The easterly line of said new way begins at the town line between Sterling and West Boylston where said town line is intersected by the easterly line of said proposed extension

of Loring street in the town of Sterling, at a point fifty (50) feet easterly from the above described westerly line; thence runs south 8° 55′ west about three thousand one hundred (3,100) feet to said Sterling street.

The driveway of said new way is to be twenty-eight (28) feet in width, and the embankment is to join the embankment of the Worcester Consolidated Street Railway Company. The side slope of said new way is to be one and one-half (1½) horizontal to one (1) vertical and a substantial fence shall be built along the westerly line of said driveway so as to protect the public from said slope.

The grade of the center line of said new way shall be as follows: — Beginning at the present grade of Sterling street, and thence descending with a gradient not exceeding three (3) feet per one hundred feet until it reaches the level of the roadbed of the Worcester Consolidated street railway, thence continuing at the grade of said roadbed to the town line between West Boylston and Sterling. Culverts shall be built under the new way where needed, and all existing culverts shall be suitably extended.

Land Necessary to be Taken.

Parcel No. 17. — A parcel of land in West Boylston supposed to belong to the Worcester Consolidated Street Railway Company, being a strip of land ten (10) feet wide beginning at the town line between West Boylston and Sterling, and running two thousand four hundred and ten (2,410) feet, more or less, southerly to land formerly of Francis Merriam, and bounded westerly by the westerly location line of the Worcester Consolidated street railway.

Parcel No. 18. — A parcel of land in West Boylston supposed to belong to Charles H. Palmer, being a strip of land forty (40) feet wide, beginning at the town line between West Boylston and Sterling and running southerly to land of Henry H. Fairbank, bounded on the east by the westerly location line of the Worcester Consolidated Street Railway Company.

Parcel No. 19. — A parcel of land in West Boylston supposed to belong to Henry H. Fairbank, a strip of land forty (40) feet wide, bounded on the north by land of Charles H. Palmer, and on the south by land of Joseph E. Toombs, and on the east by the westerly location of the Worcester Consolidated street railway.

Parcel No. 20. — A parcel of land in West Boylston supposed to belong to Joseph E. Toombs. A strip of land forty (40) feet wide, bounded on the north by land of Henry H. Fairbank, on the south by land of Edwin C. Fairbank, and on the east by the westerly location line of the Worcester Consolidated street railway.

Parcel No. 21. — A parcel of land in West Boylston supposed to belong to Edwin C. Fairbank. A triangle of land bounded on the northeast by land of Joseph E. Toombs, on the southeast by land formerly

of Jennie L. Goodnow and Jonas Muzzy, and on the west by the westerly line of the new way.

Parcel No. 22. — A parcel of land in West Boylston supposed to belong to Jonas Muzzy. A strip of land forty (40) feet wide bounded on the north by land formerly of Jennie L. Goodnow and Edwin C. Fairbank, on the south by land of Mehitable Luce, and on the east by location of the Worcester Consolidated street railway.

Parcel No. 23. — A parcel of land in West Boylston supposed to belong to Mehitable Luce. A strip of land forty (40) feet wide, bounded on the north by land of Jonas Muzzy; on the south by land formerly of Francis Merriam, and on the east by the location line of the Worcester Consolidated street railway.

Parcel No. 24. — A parcel of land in West Boylston supposed to belong to the Worcester Consolidated Street Railway Company. A strip of land fifty (50) feet wide, bounded on the north by land of Mehitable Luce and land of the Worcester Consolidated Street Railway Company; on the south by land of said Mehitable Luce and land of the Worcester Consolidated Street Railway Company, and on the west by the westerly line of the new way.

Parcel No. 25. — A parcel of land in West Boylston supposed to belong to the Worcester Consolidated Street Railway Company, bounded on the north by land formerly of Francis Merriam; on the east by the easterly line of the new way; on the west by the westerly location line of the Worcester Consolidated street railway, and on the south by land formerly of Alona A. Hinds.

Parcel No. 26. — A parcel of land in West Boylston supposed to belong to Mehitable Luce, bounded on the north by land formerly of Francis Merriam, on the east by the location of the Worcester Consolidated street railway, on the south by land formerly of Alona A. Hinds, and on the west by the westerly line of the new way.

Parcel No. 27. — A parcel of land in West Boylston supposed to belong to the Worcester Consolidated Street Railway Company, bounded on the north by land of Mehitable Luce and by land of the said company; on the east by the easterly line of the new way; on the south by Sterling street; on the west by the westerly line of the new way.

Plan.

The alterations hereinbefore described are shown upon a plan herewith entitled "Proposed Abolition of Grade Crossings in the Towns of Sterling and West Boylston, Mass., Feb. 1906."

Performance of the Work.

The Boston and Maine Railroad shall furnish all the material and do all the work necessary to accomplish the above described alterations.

Apportionment of Expenses.

The total cost of the alterations, work and damages, as aforesaid, including the cost of any necessary hearings, the expenses of the board and its necessary agents and of the auditor, shall be apportioned and paid as follows: the Town of West Boylston shall pay ten per cent (10%) thereof; the balance shall be paid by the Boston and Maine Railroad, and the Boston and Maine Railroad shall be entitled to receive from the Commonwealth twenty per cent (20%) of said total cost. It is understood that the Town of West Boylston is to be liable only for 10% of the amount expended within the limits of the town of West Boylston.

Signed in behalf of the Town of West Boylston by the chairman of the selectmen, duly authorized by the selectmen of said Town of West Boylston, and by the President of the Boston and Maine Railroad, duly authorized by its directors.

WARREN E. GAMMELL,
Chairman of the Selectmen of West Boylston.
LUCIUS TUTTLE,
President of the Boston and Maine Railroad.

And

It is *ordered,* That the approval of the Board be hereby given to the agreement and to the alterations therein set forth as necessary for the convenience and security of the public.

Attest: CHARLES E. MANN,
APRIL 16, 1906. [6088] *Clerk.*

NOTICES OF PETITIONS.

During the year the Board has been served with notices of the following petitions as to grade crossings or for the appointment of special commissions to consider the abolition or alteration of crossings: —

January 22, 1906 — Petition of selectmen of Northfield for alteration of crossing of highway and the Connecticut River railroad (Boston and Maine Railroad, lessee). [6060]

January 22, 1906 — Petition of selectmen of Northfield for alteration of crossing of highway and the New London Northern railroad (Central Vermont Railway Company, lessee). [6060]

March 12, 1906 — Petition of mayor and aldermen of Salem for abolition of grade crossing of Lafayette street and the Marblehead branch of the Boston and Maine railroad. [6060]

September 14, 1906 — Directors of the New England Railroad

Company, petitioners, for alteration of crossing of Mendon street and the railroad of said company in the town of Blackstone. [6060]

September 25, 1906 — Petition of the mayor and aldermen of Malden for abolition of grade crossings of Pleasant and Winter streets and the Boston and Maine railroad, dated May 14, 1901. [6060]

October 29, 1906 — Directors of the New York, New Haven and Hartford Railroad Company, petitioners, for abolition of crossings of the railroad of said company and Cocasset and Summer streets in the town of Foxborough; Depot, Garden and Mohawk streets in the town of Sharon; Green Lodge street in the town of Westwood; Dedham road in the town of Canton; North Main, Chauncey, Central, West, School and Elm streets in the town of Mansfield. [6060]

December 5, 1906 — Directors of the New York, New Haven and Hartford Railroad Company, petitioners, for abolition of grade crossings of the railroad of said company and Saville and Water streets in Quincy; and School, Elm, River and Union streets in Braintree. [6060]

INVESTIGATION — TRAIN SERVICE.

Report concerning complaints as to through and suburban railroad train service.

Vexatious delays in passenger and in freight transportation are not peculiar to Massachusetts. Throughout the country railroads are choked with freight, and passengers annoyed with delayed trains. The explanation given is that the magnitude of the business has been greater than the expectation of even far sighted railroad men. This is undoubtedly true, and yet the regular growth of business and the outlook for the future has for a considerable time foretold an era of prosperity. Present conditions are not, therefore, in all cases to be wholly charged up to unexpected demands. There is good reason to believe that more than one management has taken chances with equipment from a policy too apprehensive lest expenditures threaten the maintenance of dividends.

In dealing with delays on railroads there are always certain obstacles to the regular running of trains that must be reckoned with. No matter how high the standard of equipment, weather conditions will interfere with speed. A zero temperature cuts down the power of locomotives, and blinding storms and fogs hide signals. Safeguards are essential to safety and yet the observance of them must upon occasions hold up trains and prevent the making of schedule time. To the extent that safe operation is alone responsible for train delays companies are justified in asking the public for favorable and not adverse criticism, and we are inclined to believe that the soberly thinking public is always ready to accord it.

Again, train schedules in late years have been adjusted to favorable rather than to unfavorable conditions of weather. Such schedules must inevitably in the winter season be accompanied by the occasional and at times seemingly frequent delays that are the result of our peculiar climate. A return to the old time practice of lengthening out winter schedules would mean a generally slower speed but closer adherence to time tables.

Another disturbing element is the through train that enters

the state with a load of tribulation of its own, accumulated in other territory, and adds to the unpleasantness in a most aggravating way by disturbing the local service upon our lines. The inability of certain long distance "flyers" to make their schedule time is historic.

There have been delays upon all our railroads, some of them excusable and some not. Upon the New York, New Haven and Hartford an unwise economy led to the discontinuance a year or more ago of the Roxbury yard for storage of cars. This increased the crossing of tracks to the obstruction of incoming and outgoing trains. The Roxbury yard has now been brought into use again and a decided improvement realized. Upon the Boston and Maine there has been felt to an exceptional degree the effect of late through trains interrupting connections, and an immense freight traffic. Terminal conditions are not satisfactory at either the North or the South Station, and that fact has had a share in the responsibility for annoying delays. The demands of business have overcrowded these terminals and the problem as to what shall be the remedy, of especial importance to the suburban service, is one for immediate attention.

While delays upon the New York, New Haven and Hartford and upon the Boston and Maine, occasioned in a large measure in the ways stated, have aroused criticism, the storm centre of complaint has been along the line of the Boston and Albany railroad, and for that reason it is to that system that this inquiry is particularly addressed.

Many weeks ago the frequency of delays in the movement of Boston and Albany trains led the Board to take up the matter with the management and to request a report of delays from all railroads for the month ending December twenty-fifth. It must be admitted that the period selected is always a trying one on account of the uncertainties of holiday traffic and the sudden changes of weather.

The situation upon the Boston and Albany has been exasperating. Eliminating unreasonable complaints and dismissing the chronic fault finder and the reckless critic, the official record and the personal experiences of passengers justify indignation which has been expressed. Time tables have in a large degree been worthless; inquiries of officials as to what train and as to when any train would next arrive or move out have been much of the time to no purpose. In the days of the stage coach such uncertainties were discounted, but in these days they are disastrous to personal com-

fort and convenience and to the transaction of important private and public business.

In 1900, after a long debate, the legislature approved the lease of the Boston and Albany railroad to the New York Central and Hudson River Railroad Company. Men of affairs urged the advantages to be realized through the lease in the development of export and other traffic and a better through connection with western territory, advantages which, it was argued, must be of direct benefit to the commercial interests of Boston and of the large cities along the line of the road. Opponents of the lease predicted trouble in handing over this road to the control of a foreign corporation that might have selfish interests in favoring other commercial centres rather than those in this commonwealth. The predictions of both classes of prophets seem to have been realized in greater or less degree. This is a day, however, when the obvious and suspected delinquencies of a railroad management rather than its accomplishments and virtues are the attractive theme of discussion, and a day of prejudice against what in an unneighborly way is called foreign control. Then again, the public is apt to be keenly alive to the faults of a new administration and kindly forgetful of the shortcomings of its predecessor. The "good old days" of the Boston and Albany railroad bring to mind an excellent roadbed, handsome stations with most attractive grounds, a prosperous management and that most important feature, an admirable esprit de corps; but it can be recalled that it was an administration which partook of the lassitude that is apt to accompany a large income under comfortable conditions and that it showed little ambition to develop further a business which was already of pleasing dimensions. It is only just to say that the regime of the New York Central has added many trains, increased facilities for through travel, export and general traffic, and made an outlay in excess of that required under the lease, in improvements at East Boston. Nor has it, as often alleged, stripped this road of equipment or enriched itself from the receipts of the line. An inventory taken by the Board when the lease went into effect affords us the opportunity for disproving the first charge, and figures furnished in response to our request for information seem to clearly disprove the last charge.

That weather conditions affect train movements, that safeguards against accident interrupt them, that overdue through trains disturb local service have all been noted, but neither singly nor together do these causes fully account for conditions which have ex-

isted upon the Boston and Albany railroad. The company contends that all serious interruptions in its service not explained in the causes above named are due to the unexpected volume of business and excusable lack of equipment and facilities.

Without a shadow of doubt, the immediate management of the Boston and Albany railroad has been facing a great increase in business under an unfortunate combination of circumstances, including insufficient coal and poor coal, lack of engines, track and terminal facilities, as well as difficulties in securing trainmen; but the question is, has the New York Central, as the lessee of this road, upon whose resources the public had a right to rely, really been caught at an untoward time without fault of its own as an unwilling victim of a great flood of business.

About three months ago the New York Central, after long negotiation, entered into an agreement with the New York, New Haven and Hartford Railroad Company by which large quantities of freight formerly handled by that company would thereafter be daily turned over to the Boston and Albany road. The arrangement was one mutually profitable and one which would in every way have been desirable had the New York Central possessed or had it provided adequate facilities for carrying it out. As it neither had them nor provided them, the arrangement was one that jeopardized the interests of the travelling public that is dependent upon the Boston and Albany railroad. In the light of that traffic agreement, it is idle for the company to point to the extraordinary increase in business as an excuse for its failure to furnish proper accommodation.

Fuel is the factor of all others with which a steam railroad cannot afford to take chances. In contracting for the year's supply the New York Central dealt with companies along its lines, and in part with companies in which it had a proprietary interest and purchased large quantities of coal that had in the market a reputation for inferior quality. The coal companies, presumably not for the first time in the experience of the contracting parties, hurried deliveries to other purchasers who paid higher prices and postponed railroad deliveries. In consequence the supply of coal on the Boston and Albany at one time was not more than enough to last three or four days. Such a policy, if deliberate, in purchasing coal wantonly trifles with the public interests.

It is true that manufacturers have been unable to fill orders for equipment; true that the demand for labor has been greater than the supply, and true that abnormal shipments have helped to con-

gest tracks; but these excuses have been given too often. Patrons have heard too much about cars and engines which have been ordered but not delivered and are looking for cars and engines in use; they are weary of listening to vague plans for future improvements. The root of the matter is that in too great zeal for economy the administration has been content to risk the comfort and convenience of the travelling public and has been too slow to appreciate the fact that the maintenance of service and not the maintenance of dividends is to be given the place of first importance, and that if a risk is to be taken it must be the risk of a temporary failure of returns upon capital rather than a failure of reasonable accommodations.

With conditions and causes known the question is one of remedy. Two paths are open, one pointing to legal proceedings to terminate the lease; the other to an improved service under the lease. In the belief that the latter may well be deemed at this time the better course, we recommend that the New York Central and Hudson River Railroad Company in dealing with the Boston and Albany division abandon hand-to-mouth methods, and adopt a policy of making the expenditures necessary to establish a high standard of train service and to provide the tracks and terminal facilities requisite for the demands of business.

The Boston and Albany railroad, as a great avenue of transportation affording direct communication between the vast territory beyond our state lines and a chain of the most flourishing cities of New England, ending with the second port of the country, offers a splendid field for railroad enterprise. The public interests call for a broad and progressive railroad administration and equally for no timid or provincial policy on the part of the state. If our railroads are operated, charges made, accommodations provided, and capitalization restricted under state supervision it matters little whether it be one or another monopoly that holds stockholding interests. It should simply be made sure that however far the management of affairs extends beyond our borders, within them there is given a public service of the first order. It is such a service that was expected under this lease. The paragraph inserted in the lease to secure it reads: — "The said railroad company during the term of said lease shall not diminish or permit to be diminished the facilities for travel and business over the Boston and Albany railroad or any part thereof, or lower or permit to be lowered the standard of its service as shown in the quality and equipment of its cars, in the construction and care of its stations, station grounds

and approaches thereto and in the provisions made for the security and convenience of the public." It is to be regretted that the standard of the future was tied to the performance of the past. Relative merits, too, as a test must become more vague and indefinite as the years go on. Still more unfortunate is this phrase in view of the actual equipment of the Boston and Albany at the execution of the lease.

The inventory then taken by the Board showed that "of three hundred and thirty-six cars then in use forty-seven were of the modern type, one hundred and fifty modern in construction but of old pattern in respect to seats, and one hundred and sixty-nine of an old and unsatisfactory type throughout;" and that "of two hundred and forty-eight locomotives eighty were heavy freight and passenger engines and nearly new, seventy-eight were of average character, and ninety were near the end of their usefulness." It cannot be believed that such an equipment was the ideal that was intentionally presented to the New York Central management as the Massachusetts pattern and the goal of future endeavor upon the part of this lessee. But whatever the technical letter of the lease the true spirit of the arrangement and the true understanding between the parties warranted the expectation of a liberal and progressive management of this railroad. That and nothing less is to be demanded.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

January 8, 1907. [6368]

STREET RAILWAY LOCATIONS — HIGHWAYS.

Petition of the Boston Elevated Railway Company for approval of route for elevated structure between the North Station and the boundary line between Cambridge and Boston, under chapter 520, Acts of 1906.

F. E. Snow for company.
G. A. A. Pevey for Cambridge.
F. W. Kaan for Somerville.
J. A. Bailey for Arlington.
W. N. Buffum, Robert Homans, E. W. Hutchins, John R. Murphy } for remonstrants.

Chapter 520, Acts of 1906, providing for rapid transit between Boston and Cambridge is mandatory in respect to the action which this Board is to take in case the mayor and aldermen of Boston have refused or failed to approve a route for the elevated railway contemplated in the act. It provides that the Board "shall after public notice and hearing finally fix and determine such route or location". The aim of this legislation was to make an end of the delays which have so long postponed a great public convenience. There is at stake not only rapid transit between Boston and Cambridge and between Cambridge and other cities and towns of Middlesex county, but a distinct measure of relief for the overcrowded tracks and stations of Boston.

The opponents of the route which the company asks us to approve divide into two classes; one, persons who seek upon private and public grounds the substitution of a subway for the elevated railway originally authorized in this part of the city, and the other, persons who, under the rule of damages named in the act, would apparently suffer direct invasion of their private estates without compensation for the injury.

Locations were long ago granted for an elevated railway in the neighborhood through which this route passes. That fact was prob-

ably a controlling reason with the Legislature of 1906 in directing the construction of this section of the elevated structure. But whatever the reason for this legislation, the comparative merits of subways and elevated structures are not open to discussion in this proceeding, as the Board has been given no discretion in the premises.

The company presents a location which runs in a straight line over private lands from a point on the premises of the Boston and Maine Railroad to a point in Lowell street between Cotting and Causeway streets, a distance of about eight hundred feet. This location is plainly the best that could be chosen from a railway standpoint, affording a direct, and therefore the most advantageous route for the running of elevated trains; but in our opinion it is not authorized under the act. In using the words "existing locations" and in naming the streets in which they had been granted, the legislature plainly had these locations in view as the backbone of the route to be adopted. To make them available it empowered the company to build over intervening ways or lands where necessary to avoid "sharp or unsuitable curves".

The power to locate over private lands in order to secure the best alignment of tracks is one thing, and the power to locate over private lands in order to avoid sharp or unsuitable curves is another thing. The legislature evidently denied the former and granted the latter of these powers. The language of the act and the testimony of members of the committee who drew it both support this conclusion.

Applying this view of the law to the facts, we are of the opinion that the route presented by the company, excellent as it would be for purely railway purposes, is unauthorized.

In further obedience to the mandate of this statute, the Board, after a view of the premises and a study of conditions, has fixed a route for the elevated railway as follows: — Beginning upon the down stream slope of the new Charles River dam at the boundary line between Boston and Cambridge, thence over said down stream slope and the waterway of the dam to and over lands owned or leased by the Boston and Maine Railroad contiguous to Leverett street as far as Brighton street; thence over Brighton street and across private lands to Barton street; thence over Barton street and across private lands and intervening way to Willard street; thence over Willard street and across private lands to the corner of Lowell and Minot streets; thence over Minot street and through Lowell street to a point in Lowell street north of Causeway street; thence across private lands and the south end of Billerica street to Causeway

street; thence through Causeway street to such points as shall hereafter in the opinion of the Board be deemed suitable for connection with the existing subway, Washington street tunnel and elevated structure in accordance with the provision of the act.

Treating the entrance upon Brighton street as practically determined by the statute, this route passes to Lowell street over private lands for a distance of about three hundred and seventy feet, in the exercise of the power to avoid sharp or bad reverse curves, either of them in the light of experience a menace to comfort and safety in the operation of elevated trains. The fact that there are objectionable curves in the existing structure is no excuse for repeating them here. More than one curve in the present railway would not be approved to-day under the liberty of action given in this statute.

The route fixed by the Board protects public interests in keeping the railway out of that part of Brighton and Lowell streets used by shippers in delivering and receiving freight, and leaves untouched important estates which would have been disturbed by the route of the company. Briefly stated, this route has been chosen as one which will best serve the public interests with the least invasion of private rights.

It was shown at the hearing that the location proposed by the company would apparently have caused direct property damage for which it was claimed no compensation was provided. To meet this, the company agreed that if the Board would approve that location it would pay the same damages to persons whose property was not actually taken in crossing these private lands that it would have been required to pay if the structure had instead been built in the center of a public street sixty feet wide. Although the location fixed under this order invades fewer estates, we believe that there ought to be the same extension of the right to compensation.

In compliance with our request, therefore, the company has furnished a plan showing the location above described, and has filed an agreement carrying out this understanding with reference to the payment of damages.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

DECEMBER 22, 1906. [6308] *Commissioners.*

*Petition of the Boston Elevated Railway Company for approval of plan of proposed location of elevated railway in Boston.**

The annexed plan, numbered 26192, showing proposed location of siding or connection of the Boston Elevated railway on Washington street between Hawthorne avenue and Dudley street in the city of Boston, said siding or connection to be an extension of the existing siding between Hawthorne avenue and Guild street, the same being a modification of plans numbered 25021 and 25022, approved by the Board July 11, 1898; of amended plans numbered 25021 and 25022, approved by the Board January 20, 1899, and of amended plan numbered 25450, approved by the Board April 18, 1899, is hereby approved.

JAMES F. JACKSON,
CLINTON WHITE,

JULY 31, 1906. [6220] *Commissioners.*

Petition of the Boston Elevated Railway Company for approval of plan showing proposed location of elevated railway in Boston.

The annexed plan, numbered 26186, showing proposed location of tracks, form and method of construction of the Boston Elevated railway in the city of Boston on Washington street from Williams street to near Union avenue, the same being a modification of plan numbered 26177, approved by the Board June 21, 1905, is hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 11, 1906. [6167] *Commissioners.*

Petition of the Boston Elevated Railway Company for approval of plans showing proposed location of elevated railway in Boston.

The annexed plans, numbered 26851 and 26852, showing proposed location of tracks, form and method of construction of the Boston elevated railway in the city of Boston over private lands and

* This case was reopened, and after further hearing a special report was issued (see "Stations").

public streets from Washington street at Castle street to the south entrance of the Washington street tunnel, are hereby approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

April 18, 1906. [6103]

Petition of the Boston Elevated Railway Company for approval of plan showing proposed location of elevated railway in Boston.

The annexed plan, numbered 26184, showing proposed location, form and method of construction of the Boston elevated railway in the city of Boston on Washington street from Cornwall street to near Iffley road, the same being a modification of plan numbered 26174, approved by the Board June 21, 1905, is hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

April 18, 1906. [6099]

Petition of the Boston and Northern Street Railway Company for approval of location and relocation in Beverly.

At the hearing remonstrants urged that the proposed uses of the tracks under consideration for the transportation of coal was one which would prove objectionable. The suggestion that if future uses of these tracks should prove inconsistent with the public interests that fact could be presented at any time to the Board and appropriate action taken to restrict or prohibit such uses was accepted by all parties as the understanding upon which favorable action should be taken upon this petition.

It is therefore

Ordered, That the Board hereby certify that the location and relocation of the tracks of the Boston and Northern street railway in Cabot, Rantoul and Water streets in the city of Beverly, established under an order of the board of aldermen of said city dated September 4, 1906, and amended by an order of said board dated November 6, 1906, copies of which orders, with accompanying

plan, are on file in this office, are consistent with the public interests.

It is understood that the railway is to be constructed across the private freight track of the J. M. Guffey Petroleum Company in a manner agreeable to that company or, in case of disagreement, in such manner as the Board may direct; and that notice of the proposed construction across this private track is to be given by the petitioner to the corporation operating that track.

By the Board,

JAMES F. JACKSON,
Chairman.

DECEMBER 3, 1906. [6361]

Petition of the Boston and Northern Street Railway Company for approval of location in Lowell.

At the hearing it was suggested that it would be advisable to extend the double track upon Thorndike street to afford opportunity for relieving the frequent congestion of cars in that locality.

Probably some relief might be realized in this way, but the occupation by street railway tracks of highways from which the steam railroad tracks have been so recently removed might well be deemed objectionable. What we believe to be a better suggestion is the proposal that the company complete the double track in Middlesex street, a change which would effect a far greater improvement in the service. The company proposes to apply at once for the necessary authority and there is apparent reason to expect that it will be granted.

As the location now before us in no way interferes with the carrying out of that plan, and in itself will prove a convenience to many patrons,

We hereby certify that the location and alteration of location for the tracks of the Boston and Northern street railway in Middlesex and Thorndike streets in the city of Lowell, established under an order of the board of aldermen of said city dated December 14, 1905, a copy of which order, with accompanying plan, is on file in this office, is consistent with the public interests.

For the Board,

JAMES F. JACKSON,
Chairman.

FEBRUARY 9, 1906. [6057]

Petition of the Selectmen of Framingham for approval of relocation of the tracks of the Boston and Worcester street railway.

S. A. PHILLIPS for town.

J. F. BACON for company.

The street railway company contends that it ought not to be asked to erect iron poles, but we see no impropriety in the demand of the selectmen that iron rather than wooden poles be used for the short distance where the railway passes through the business centre of the town and where construction similar to that often required in important city streets may be desirable.

That part of the street from which the tracks are to be removed should be restored to meet the type of construction adopted and maintained by the town authorities in respect to the rest of the highway.

Some readjustment in the location of poles would seem to be required, but this can undoubtedly be readily arranged.

Upon such slight change in the wording of the order as will be necessary to meet these suggestions, the relocation will be approved.

For the Board,

JAMES F. JACKSON,
Chairman.

OCTOBER 8, 1906. [6287]

Petition of the Boston and Worcester Street Railway Company for approval of relocation in Wellesley.

G. W. COX for company.

V. J. LORING for Wellesley.

W. S. SLOCUM for Newton.

The Board will deem the order which it is asked to consider an alteration of the location granted by the selectmen of Wellesley to the Boston and Worcester Street Railway Company in January 1902. Many of the conditions which accompany it are objectionable:

1. Conditions which impose new burdens upon any prior location, or which attempt to deal with the repair of streets or with fares are unauthorized.

2. Conditions which are inconsistent with the general law and state policy in respect to use of tracks, methods of operation or the supervision of the state board are an interference with princi-

ples adopted to secure proper protection and accommodation for a travelling public larger than that of any one city or town.

3. The requirement that highway work shall be performed "to the satisfaction of the selectmen" may permit unreasonable demands by selectmen. However, in passing from time to time upon the demands which selectmen make under these grants the Board adopts the rule that what is reasonable is all that they ought to ask, and selectmen have almost invariably been content with decisions upon that basis. We question whether companies are likely to suffer any substantial injustice from the fact that as a matter of law local boards may be their own judges as to what is satisfactory in respect to street work.

There is force, too, in the argument that the possession of this arbitrary power by selectmen tends to lessen rather than increase litigation. Upon the whole the probable good fairly outweighs the possible evil.

4. One condition relates to the reimbursement of the town for the expense, apportioned against it by act of the Legislature, as the contribution of Wellesley to the cost of changing the bridge at the boundary line between that town and Newton in connection with Metropolitan Park improvements. The claim for reimbursement rests upon a general provision in the original grant of location relating to the widening and strengthening of bridges. If the claim of the town is warranted it must be assumed that it can be enforced in other ways than through the condition imposed upon this relocation. The approval of the relocation with this condition a part of it would go far toward approving the expenditure as a basis for charges against the travelling public.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

JUNE 4, 1906. [6125] *Commissioners.*

Petition of the Boston and Worcester Street Railway Company for approval of amended relocation in Wellesley.

In view of the need of prosecuting public improvements in Newton and in the Metropolitan Park district, it is important that the work of constructing the Boston and Worcester street railway as relocated in Newton and Wellesley be pushed forward as rapidly as possible.

With the understanding that the Board reserves the right to disapprove the capitalization of any expenditure made by the company in reimbursement of the expense for construction of bridge between Wellesley and Newton, apportioned against Wellesley by act of Legislature, if it shall decide that the public interests so demand, it is

Ordered, That the Board hereby certify that the alteration of location for the tracks of the Boston and Worcester street railway in Worcester street in the town of Wellesley, near the Wellesley-Newton boundary line, established under an order of the selectmen of said town dated March 26, 1906, as amended by an order dated June 7, 1906, copies of which orders, with accompanying plan, are on file in this office, is consistent with the public interests.

For the Board,

CHARLES E. MANN,
Clerk.

June 11, 1906. [6125]

Petition of the Dartmouth and Westport Street Railway Company for approval of location in the town of Westport.

The Dartmouth and Westport Street Railway Company is engaged in constructing a second line of main track between Fall River and New Bedford. This petition presents for our approval a location for the new track in Westport which the selectmen have carried toward the southerly side of the causeway leading into Fall River and separating the North from the South Watuppa Lake.

The remonstrants claim that the street railway tracks should be located in the middle of this causeway, and in our opinion they are right in that view. The causeway is part of a very important thoroughfare where it is desirable that the railway occupy the middle rather than the side of the road. Such an arrangement is practicable here with room on each side of the tracks for the passage of carriages and for sidewalk travel.

The selectmen and the street railway company were evidently influenced by the fact that the Old Colony track upon the Fall River side of the line, with which these tracks are to connect, is at present located upon the southerly side of Pleasant street. The reply to this is that the Old Colony company may fairly be asked to move its track from the side to the middle of the street to meet the Dartmouth and Westport location. Should the Board of Aldermen of

Fall River decline to authorize such a relocation of the Old Colony track, the two railways could be connected by a short curve.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

April 18, 1906. [6065] *Commissioners.*

Petition for approval of relocation of tracks of the Dartmouth and Westport street railway in Westport.

Last February the Dartmouth and Westport Street Railway Company asked the Board to approve a location for double tracks over the southerly side of the causeway leading from Westport into Fall River. The residents of the neighborhood protested, claiming that the tracks should be located in the middle of the causeway and not upon one side of it. The Board sustained the protest and recommended that the double track be placed in the middle of the causeway, thus providing for a suitable highway and sidewalk upon each side.

Since that time the double track between Fall River and New Bedford, save for this terminal link, has been substantially completed. We believe that it would be unwise to now permit any makeshift to take the place of the construction of the double track in the proper place, with the widening of the causeway at the expense of the company in accordance with the assurance given to the selectmen of Westport.

For this reason the petition for approval of a location for a temporary single track is dismissed, with the recommendation that the street railway company urge forward as fast as may be practicable the permanent improvement in railway and highway.

For the Board,

JAMES F. JACKSON,

October 8, 1906. [6280] *Chairman.*

Petition of the Interstate Consolidated Street Railway Company for approval of location in the town of Attleborough.

The question is whether the action of the selectmen of Attleborough in giving the loop location, so called, in that town, to the

Interstate Consolidated Street Railway Company shall be approved or whether it shall be disapproved in order that the location may be given to the Taunton and Pawtucket Street Railway Company.

In our judgment the selectmen have acted wisely in their choice of the company to be given this location. Without doubt the Interstate Consolidated is far better able than the Taunton and Pawtucket to provide an important service to the people of Attleborough.

The selectmen have properly required that the company hold the location open to joint use, upon reasonable terms, by all companies which enter the town; and that it provide a suitable waiting-room for patrons. The company has agreed to extend its lines in order to furnish needed service to a community now without accommodation. We will add that the company ought to stand ready at all times to join other companies in bringing about a five-cent fare between all points within the town.

The route as granted passed through the northerly arch in Park street. This brought the track too near the sidewalk in front of the church, and for that reason, and to give a better and safer alignment, we have advised that the location be changed to the southerly arch.

The selectmen having adopted this suggestion,

We hereby certify that the location for the tracks of the Interstate Consolidated street railway in Park, North Main, County, South Main, Mill and Union streets in the town of Attleborough, established under an order of the selectmen of said town dated October 31, 1906, amended as above stated, a copy of which order, with accompanying plan, is on file in this office, is consistent with the public interests.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

DECEMBER 8, 1906. [6345] *Commissioners.*

Petition of the Lowell and Fitchburg Street Railway Company for approval of location in Westford.

A. H. BROOKS for company.

EDWARD FISHER for town.

The route of the new Lowell and Fitchburg street railway lies in part in the towns of Chelmsford and Westford. The selectmen required the company to build branch lines in these towns for the

accommodation of local traffic, practically as the condition of a grant of location for the main line in which the company was chiefly interested.

After the lapse of considerable time the company, having completed the construction of the main line, asked the Board for a certificate opening it to travel. At the hearing the selectmen of Chelmsford and of Westford protested against the opening of the main line until assurance had been given that the branch lines were to be constructed.

An understanding was reached between the company and the selectmen of Chelmsford which provided for the branch line in that town, but no understanding was reached with reference to the branch line in Westford.

The company claimed that it could not afford to build or operate a branch line in Westford either upon the location already granted or upon any other location, and contended that this Board had no right to prevent the opening of the main line, if it was in suitable condition for operation, merely because the branch line had not been and probably would not be constructed.

The Board declined to accede to this view and refused to issue a certificate opening the main line until it had been assured that the company would build a satisfactory branch line in Westford.

Subsequent negotiations between the company and the selectmen have led to the pending petition for approval of a location for a branch line which would involve a crossing of the street railway over the Boston and Maine railroad at the same level. Heavy grades and curves at this place would make the proposed crossing more than ordinarily perilous, and various methods for carrying the railway over or under the railroad have been examined.

As the outcome of the study of plans presented, the Board declines to approve a grade crossing of the railroad and railway, but will approve this location upon the highway, and the incidental revocation of other locations, with the understanding that the street railway shall not be actually constructed across the railroad premises while the highway and railroad remain at the same grade, and that trolley wires shall be carried above the railroad location at a height of not less than twenty-one (21) feet.

In accordance with these views,

We hereby certify that the location for the tracks of the Lowell and Fitchburg street railway in Nabnasset street, Brookside, Lowell, Providence and Cummings roads, Depot and Main streets in the town of Westford, established under an order of the selectmen of

said town dated June 30, 1906, as amended in an order dated July 25, 1906, copies of which orders, with accompanying plans, are on file in this office, is consistent with the public interests.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

October 12, 1906. [6206]

Petition of the Union Street Railway Company for approval of locations in Fairhaven.

The petitioner presents two locations in Fairhaven, one for an extension and the other for a turnout in Main street.

The extension is not opposed, carries railway accommodation to those now without it, and tends to lessen delays in the present service. There is every reason for approving this grant.

The turnout would undoubtedly make it easier to give quicker service between New Bedford and Fairhaven, but at the expense of inconvenience if not actual loss to remonstrants who own the estates in front of which it is intended to locate this additional track.

On a former occasion the Board expressed the opinion that a second track in this narrow street ought to be approved only in instances where "the need of additional railway accommodation is imperative and conditions are such as to preclude the widening of the street or the selection of any other street or private right of way."

The proposed turnout would affect only a fractional part of the interests that would have been affected under the former plan for double track, and fewer persons would be called upon to carry this burden; but, even so, the circumstances cannot fairly be said to present a case where the public benefits to be received warrant an additional track in a street so illy adapted for it.

It is due to the company to say that its attitude in presenting the case has been just and fair to all interests. We are by no means sure, nor has the management asserted that, with the new extension, renewed attempts will not secure quicker transit between Fairhaven and New Bedford without this turnout. Should it prove otherwise, then in our opinion some better way than that now suggested ought to be provided for increasing the general efficiency of the service through Fairhaven.

In accordance with these views we must decline to issue a certifi-

cate in relation to the turnout, but certify that the extension of location in Main street established under the order of the selectmen dated November 19, 1906, a copy of which, with accompanying plan, is on file in this office, is consistent with the public interests.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

DECEMBER 11, 1906. [6378] *Commissioners.*

Petition of the Union Street Railway Company for approval of locations in Arnold, Ash and Elm streets in New Bedford.

To the objection of remonstrants to the proposed location in Elm street, our reply is that the location in Elm street rather than in the streets suggested by the remonstrants does away with two sharp curves and extends the railway in a street in a part of which it is already located instead of introducing tracks into streets in which there are none at present, streets which, to say the least, present no better conditions for this use. Under these circumstances, it is

Ordered, That the Board hereby certify that the locations for the tracks of the Union street railway in Arnold, Ash and Elm streets in the city of New Bedford, established under an order of the board of aldermen of said city dated October 11, 1906, a copy of which order, with accompanying plan, is on file in this office, are consistent with the public interests.

By the Board,

JAMES F. JACKSON,

NOVEMBER 28, 1906. [6358] *Chairman.*

Under the provisions of chapter 399 of the Acts of 1902, (now Section 7, Part III, Chapter 463, Acts of 1906) the Board has during the period covered by this report issued many additional certificates that the locations or alterations of locations for the tracks of various street railway companies granted by local authorities were consistent with the public interests. Under prior legislation it has also approved locations granted street railway companies in the city of Boston, the city of Cambridge and the town of Brookline.

Appended is a list of such additional highway locations granted to various street railway companies and approved by the Board: —

Berkshire Street Railway Company.

October 5, 1906, Great Barrington — Locations for two turnouts in Belcher's square and in the highway opposite the property of the B. D. Rising Paper Company, established under an order of the selectmen dated July 2, 1906. [6228]

Boston and Northern Street Railway Company.

January 31, 1906, Lawrence — Relocation of tracks in Essex street, established under an order of the board of aldermen dated October 11, 1905. [6056]

May 9, 1906, Lynn — Location and relocation in New Washington street, established under an order of the board of aldermen dated April 3, 1906. [6121]

May 18, 1906, Haverhill — Relocation and alteration in Merrimack, Bridge, Main and Water streets, established under an order of the board of aldermen dated April 20, 1906. [6131]

May 22, 1906, Chelsea — Location and alteration of location in Washington and Woodlawn avenues, established under an order of the board of aldermen dated April 2, 1906. [6108]

July 20, 1906, Lawrence — Location and relocation in Merrimack street, established under an order of the board of aldermen dated May 28, 1906. [6179]

July 20, 1906, Reading — Location in Haverhill and Pine streets, established under an order of the selectmen dated June 2, 1906. [6196]

July 20, 1906, Wakefield — Location in Main street, established under an order of the selectmen dated June 27, 1906. [6195]

August 16, 1906, Lowell — Location in Middlesex street, established under an order of the board of aldermen dated April 24, 1906, and amended by said board on June 26, 1906. [6161]

September 18, 1906, Malden — Relocation of two crossovers in Main street, established under an order of the board of aldermen of said city dated August 7, 1906. [6259]

September 18, 1906, Lynn — Location in Western avenue and Washington street, established under an order of the board of aldermen dated August 7, 1906. [6268]

October 22, 1906, Haverhill — Relocation in Main and Arlington streets, established under an order of the board of aldermen dated August 16, 1906. [6299]

November 16, 1906, Lawrence — Relocation in South Union and Merrimack streets, established under an order of the board of aldermen dated October 9, 1906. [6333]

December 3, 1906, Beverly — Location and relocation in Cabot, Rantoul and Water streets, established under an order of the board of aldermen dated September 4, 1906, and amended by an order of said board dated November 6, 1906. [6361]

December 3, 1906, Haverhill — Location in River street, established under an order of the board of aldermen dated November 8, 1906. [6356]

Boston and Worcester Street Railway Company.

January 22, 1906, Marlborough — Relocation in West Main street, established under an order of the board of aldermen of said city dated October 23, 1905, and amended by an order of said board dated January 11, 1906. [5999]

March 26, 1906, Southborough — Location and alteration of location in Worcester turnpike, established under an order of the selectmen dated February 19, 1906. [6081]

April 25, 1906, Newton — Alteration of location of a crossover in Boylston street, established under an order of the board of aldermen dated April 2, 1906. [6109]

April 25, 1906, Wellesley — Alteration of location of southerly track in Worcester street, established under an order of the selectmen dated March 26, 1906. [6105]

June 11, 1906, Framingham — Location and alteration of location in Eastern avenue, established under an order of the selectmen dated May 8, 1906. [6143]

June 11, 1906, Newton — Location and alteration of location in Boylston street near the boundary line between Newton and Wellesley, established under an order of the board of aldermen dated April 2, 1906. [6124]

June 11, 1906, Wellesley — Location and alteration of location in Worcester street near the Wellesley–Newton boundary line, established under an order of the selectmen dated March 26, 1906, and amended June 7, 1906. [6125]

October 30, 1906, Framingham — Location for a turnout in Beacon street, established under an order of the selectmen dated October 18, 1906. [6323]

October 31, 1906, Framingham — Relocation in Concord street, established under an order of the selectmen dated September 6, 1906, amended by orders of said selectmen dated October 11, 1906, and October 26, 1906. [6287]

Hartford and Worcester Street Railway Company.

November 21, 1906, Sturbridge — Location in certain highways, established under an order of the selectmen dated November 1, 1906. [6344]

Holyoke Street Railway Company.

October 22, 1906, Chicopee — Relocation in Chicopee street, established under an order of the board of aldermen dated September 4, 1906. [6284]

Interstate Consolidated Street Railway Company.

November 9, 1906, North Attleborough — Location in Elm street, established under an order of the selectmen dated July 11, 1906. [6243]

December 8, 1906, Attleborough — Location in Park, North Main, County, South Main, Mill and Union streets, established under an order of the selectmen dated October 31, 1906, as amended. [6345]

Lexington and Boston Street Railway Company.

July 20, 1906, Waltham — Relocation of one pole on Lexington street, established under an order of the board of aldermen dated May 7, 1906. [6188]

Lowell and Woburn Street Railway Company.

June 12, 1906, Burlington, Woburn — About six thousand eighty-three feet single track, extending in the New road, so called, in Burlington from Walker's Hill to a connection with the existing tracks in the state highway; and a special "Y" connection at the junction of Pleasant and Winn streets in Woburn. [6133]

Milford and Uxbridge Street Railway Company.

September 18, 1906, Mendon — Relocation in highways, established under an order of the selectmen dated August 18, 1906. [6254]

September 18, 1906, Milford — Relocation in highways, established under an order of the selectmen dated August 15, 1906. [6255]

Natick and Cochituate Street Railway Company.

July 20, 1906, Wellesley — Relocation of two poles near the corner of Washington street and Wellesley avenue, established under an order of the selectmen dated August 1, 1905. [6187]

December 13, 1906, Natick — Relocation of two poles in Hanchett avenue, established under an order of the selectmen dated November 21, 1906. [6375]

Newton Street Railway Company.

July 20, 1906, Watertown — Relocation of two poles on Main street, established under an order of the selectmen dated April 13, 1906. [6189]

July 20, 1906, Watertown — Relocation of two poles on Main street, established under an order of the selectmen dated July 14, 1905. [6190]

November 16, 1906, Waltham — Location and relocation in Crescent, Prospect and Maple streets, established under an order of the board of aldermen dated August 6, 1906. [6316]

December 3, 1906, Waltham — Location and relocation of poles on Main and Linden streets, established under an order of the board of aldermen dated November 6, 1906. [6355]

Newton and Boston Street Railway Company.

July 20, 1906, Newton — Relocation of one pole on Centre street at the corner of Willow street, established under an order of the board of aldermen dated June 18, 1906. [6192]

July 20, 1906, Newton — Relocation of three poles in Newton Highlands square, established under an order of the board of aldermen dated June 18, 1906. [6191]

November 9, 1906, Newton — Relocation in High and Elliot streets, established under an order of the board of aldermen dated October 15, 1906. [6321]

Norfolk and Bristol Street Railway Company.

September 18, 1906, Foxborough — Location in Main street and Granite road, established under an order of the selectmen dated June 8, 1906. [6176]

Norton and Taunton Street Railway Company.

November 9, 1906, Mansfield — Relocation in Chauncey street, established under an order of the selectmen dated October 10, 1906. [6324]

Old Colony Street Railway Company.

March 21, 1906, Fall River — Location in North Main, Old Colony, Durfee and Turner streets to the premises of the Enterprise Transportation Company, established under an order of the board of aldermen of said city dated February 19, 1906. [6082]

June 8, 1906, Taunton — Location and relocation in West Water and Third streets and Somerset avenue, established under an order of the board of aldermen dated May 17, 1906. [6162]

July 20, 1906, Brockton — Locations for turnouts in Pleasant and Crescent streets, established under an order of the board of aldermen dated May 14, 1906. [6177]

July 27, 1906, Fall River — Locations and relocations in South Main and North Main streets, established under orders of the board of aldermen dated June 4, 1906. [6186]

November 9, 1906, Dedham — Locations in River and Washington streets, established under an order of the selectmen dated September 20, 1906; and in Boyden square in East Dedham, established under an order of the selectmen dated January 25, 1906. [6327]

South Middlesex Street Railway Company.

May 9, 1906, Ashland — Location and relocation in Waverley and Union streets, Homer avenue, Railroad and Summer streets, established under an order of the selectmen dated April 23, 1906. [6123]

July 20, 1906, Natick — Relocation of one pole on Mill street at the corner of Speen street, established under an order of the selectmen dated November 15, 1905. [6194]

October 22, 1906, Natick — Relocation of two poles in Mill street, established under an order of the selectmen dated August 29, 1906. [6307]

Springfield and Eastern Street Railway Company.

February 2, 1906, Monson — Location in the old Palmer and Brimfield road, established under an order of the selectmen dated September 26, 1905. [5966]

April 20, 1906, Palmer — Location in South Main street, es-

tablished under an order of the selectmen dated March 19, 1906, and amended April 11, 1906. [6094]

April 20, 1906, Brimfield — Location in the Palmer and Brimfield road, the Brimfield and Holland road and in the highway leading from Brimfield to Sturbridge, established under an order of the selectmen dated March 19, 1906, and amended April 10, 1906. [6095]

September 6, 1906, Brimfield — Location in highways, established under an order of the selectmen dated July 28, 1906. [6234]

November 16, 1906, Monson — Location in Main street, established under an order of the selectmen dated October 23, 1906. [6301]

November 16, 1906, Palmer — Location in highways, established under an order of the selectmen dated October 12, 1906. [6341]

Union Street Railway Company.

April 26, 1906, New Bedford — Location and alteration of location in Second street, established under an order of the board of aldermen of said city dated April 11, 1906. [6115]

September 6, 1906, New Bedford — Relocation in Acushnet avenue, established under an order of the board of aldermen dated July 24, 1906. [6231]

December 3, 1906, New Bedford — Location in Ashland street, established under an order of the board of aldermen dated November 8, 1906. [6359]

December 11, 1906, Fairhaven — Extension of location in Main street, established under an order of the selectmen dated November 19, 1906. [6378]

Warren, Brookfield and Spencer Street Railway Company.

December 13, 1906, Spencer — Relocation in the state highway, established under a decree of the Massachusetts Highway Commission dated November 19, 1906. [6372]

Webster and Dudley Street Railway Company.

October 2, 1906, Webster — Location in Lake street, established under an order of the selectmen dated April 23, 1906. [6240]

West End Street Railway Company.

May 29, 1906, Boston — 245th to 250th locations, inclusive, granted by the board of aldermen in orders dated May 7, 1906. [6147]

June 5, 1906, Boston, Belmont, Brookline, Cambridge — Locations and rights, established under orders of the authorities of Boston (right to attach wires to 29 poles of the Edison Electric Ill. Co. and to 28 poles of the N. E. T. & T. Co. on Talbot avenue in Dorchester), Belmont (19–8, 110–3, 20–8, 21–8), Brookline (47–9, 48–9) and Cambridge (57–2). [6139]

June 15, 1906, Belmont, Medford — Locations granted by the selectmen of Belmont (22–8) and by the board of aldermen of Medford (21–6). [6170]

June 20, 1906, Boston — 251st to 254th locations, inclusive, granted by the board of aldermen in orders dated May 28, 1906, and 255th location, granted by the board of aldermen under order dated June 5, 1906. [6173]

July 31, 1906, Boston, Brookline, Cambridge — Locations and rights, established under order of the authorities of Boston (256th, 257th locations), Brookline (49–9, 50–9), Cambridge (54–1, 55–1, 111–3, 112–3), and by the Boston and Cambridge Bridge Commission (23, 24). [6223]

October 10, 1906, Boston, Cambridge, Somerville — Locations and rights, established under orders of the authorities of Boston (258th, 259th locations), Cambridge (113–3) and Somerville (56–4, 57–4). [6297]

October 10, 1906, Cambridge — Location for double tracks in Brookline street from the Brookline street bridge to north of Granite street, established under an order of the board of aldermen dated September 25, 1906. [6305]

October 22, 1906, Boston — 260th location, double tracks in Massachusetts avenue from St. Botolph street to near Columbus avenue, established under an order of the board of aldermen dated October 1, 1906. [6315]

December 12, 1906, Boston, Everett, Cambridge — Locations, established under orders of the authorities of Boston (261st location), Everett (38–5) and Cambridge (56–1). [6369]

Worcester Consolidated Street Railway Company.

July 20, 1906, Worcester — Location and relocation in Shrewsbury street, established under an order of the board of aldermen dated May 14, 1906, and amended June 13, 1906. [6175]

October 2, 1906, Worcester — Locations in Channing and Fremont streets, established under orders of the board of aldermen dated July 16, 1906, and amended by orders dated September 17, 1906. [6238]

Worcester and Providence Street Railway Company.

June 7, 1906, Worcester — Location in Greenwood street, established under an order of the board of aldermen dated May 14, 1906. [6160]

STREET RAILWAY LOCATIONS — PRIVATE LAND.

Under the provisions of general laws the Board has during the year granted authority to various street railway companies to construct their railways in part upon private land for the purpose of avoiding undesirable grades and curves in the public highway and for other purposes incidental to the use of these highways, or avoiding the crossing of the railway with a steam railroad, these orders being based in each case upon evidence that public necessity and convenience demanded such action. A summary of these orders follows: —

Berkshire Street Railway Company.

October 5, 1906, Stockbridge — For purposes incidental to the use of the highway. [6228]

Hartford and Worcester Street Railway Company.

November 21, 1906, Sturbridge — To avoid grades and curves in the highways. [6344]

Milford and Uxbridge Street Railway Company.

September 18, 1906, Mendon — To avoid grades and curves in highways. [6254]

September 18, 1906, Milford — To avoid grades and curves in the highways. [6255]

Norfolk and Bristol Street Railway Company.

September 18, 1906, Foxborough — To obtain access to a pleasure park and to avoid curves in the highway. [6176]

Springfield Street Railway Company.

September 6, 1906, Chicopee — To avoid undesirable grades and curves. [6225]

Springfield and Eastern Street Railway Company.

February 2, 1906, Monson — To avoid undesirable grades and curves in the highway. [5966]

April 20, 1906, Palmer — Owing to narrow highways and to avoid undesirable grades and curves. [6094]

April 20, 1906, Brimfield — Owing to narrow highways and to avoid undesirable grades and curves. [6095]

June 4, 1906, Brimfield — To avoid grades and curves. [6152]

September 6, 1906, Monson — To avoid undesirable grades and curves in the highways. [6235]

September 6, 1906, Brimfield — To avoid undesirable grades and curves in the highways. [6234]

CERTIFICATES PRELIMINARY TO OPERATION — RAILROADS.

Petition of the Boston and Maine Railroad for certificate preliminary to operation in Deerfield.

Examination having been made of a section of the Boston and Maine railroad in the town of Deerfield, consisting of a single track extending from the eastbound track on the main line of the Fitchburg division at the East Deerfield yard northwesterly and westerly to a connection with the northbound track on the main line of the Connecticut and Passumpsic division, the length of said track being about one mile, — it is

Ordered, That the Board hereby certify that all laws relating to construction have been complied with, and that the railroad appears to be in a safe condition for operation.

Attest: CHARLES E. MANN,
March 13, 1906. [6043] *Clerk.*

Petition of the Grafton and Upton Railroad Company for certificate preliminary to operation in Grafton.

Examination having been made of a section of the Grafton and Upton railroad in the town of Grafton, consisting of relocated track, extending from a point on the old location between Grafton and North Grafton about 330 feet southerly from Carroll's crossing, so called, to a connection with the tracks of said railroad at a point near the south end of the Alder curve, so called, the length of said track being about one thousand three hundred sixty (1,360) feet, — it is

Ordered, That the Board hereby certify that all laws relating to construction have been complied with, and that the railroad appears to be in a safe condition for operation.

Attest: CHARLES E. MANN,
January 31, 1906. [6061] *Clerk.*

Petition of the Grafton and Upton Railroad Company for certificate preliminary to operation in Grafton.

Examination having been made of a section of the Grafton and Upton railroad in the town of Grafton, consisting of single track, extending westerly from a point about 800 feet northwest of the "Carroll crossing", so called, between Grafton Center and North Grafton, over a private way known as "Watson's crossing", and crossing the old line of the company to a point on said old line, the length of said track being about 1800 feet, — it is

Ordered, That the Board hereby certify that all laws relating to construction have been complied with, and that the railroad appears to be in a safe condition for operation.

Attest: CHARLES E. MANN,
JULY 20, 1906. [6182] *Clerk.*

Petition of the New England Railroad Company for certificate preliminary to operation of an extension of its road from Needham to West Roxbury.

Examination having been made of a section of the New England railroad in the towns of Needham and Dedham and the city of Boston, consisting of double track and connections, extending from existing track of the company in the town of Needham to a point near the West Roxbury station in the city of Boston, a distance of about 4.5 miles, — it is

Ordered, That the Board hereby certify that all laws relating to construction have been complied with, and that the railroad appears to be in a safe condition for operation.

Conformably to the provisions of section 2, chapter 262, Acts of 1905, after consultation with the Water Commissioner of Newton and the Water Board of Brookline and following a conference with the State Board of Health, the following regulation is established:

Until otherwise ordered, all toilet rooms in cars shall be closed while trains are between Needham Junction and West Roxbury station.

Attest: CHARLES E. MANN,
NOVEMBER 3, 1906. [6331] *Clerk.*

Petition of the New York, New Haven and Hartford Railroad Company for certificate preliminary to operation in New Bedford and Framingham.

Examination having been made of sections of the New York, New Haven and Hartford railroad, consisting of a single track "Y", 1246 feet long, in the city of New Bedford, connecting the Watuppa branch of said railroad with the line between Taunton and New Bedford; also a single track "Y", 664 feet long, in the town of Framingham, connecting the main line between South Framingham and Fitchburg with the branch between Framingham and Lowell, — it is

Ordered, That the Board hereby certify that all laws relating to construction have been complied with, and that the railroad appears to be in a safe condition for operation.

Attest: CHARLES E. MANN,
SEPTEMBER 22, 1906. [6273] *Clerk.*

CERTIFICATES PRELIMINARY TO OPERATION — STREET RAILWAYS.

Petition of the Hoosac Valley Street Railway Company for certificate relative to operation in Williamstown.

Upon a former application of this company a certificate that it had complied with all laws relating to the construction of an extension of its railway in Williamstown and that the railway appeared to be safe for operation was withheld on the ground that the company in the opinion of this Board had not carried out the conditions upon which the location had been granted. The company was therefore required as a prerequisite to the issue of this certificate to perform a considerable amount of work in surfacing and grading the travelled road, constructing sidewalk and improving drainage.

In the meantime the construction of the railway to the state line has been completed and the application for certificate now relates to the entire extension.

The Board is satisfied upon the report of its inspector that the railway is now in a condition safe for operation and the certificate to this effect ought to be granted; but upon the understanding that as soon as the weather is suitable the company shall complete the building of the highway to the state line, a distance of about one hundred feet, and improve the grading of the highway where the railway crosses it; and upon the further understanding that whenever the Board shall determine that the public safety will be promoted thereby the company shall fill between the rails of its tracks.

It is Ordered, That the usual certificate be issued in accordance with these views, and upon the understanding named.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

Certificate.

Examination having been made of a section of the Hoosac Valley street railway in the town of Williamstown, consisting of single track, extending from the junction with other tracks of the company near the Williamstown station of the Fitchburg railroad, in North Hoosac and Sand Springs roads and over private land to a highway running southerly from said Sand Springs road, thence crossing said highway and running westerly over private land to a highway leading from Williamstown to Pownal, Vermont, thence crossing said highway and running northwesterly along the westerly side of said road to the State line between Massachusetts and Vermont, a total distance of 2.21 miles, — pursuant to the decision of the Board in this matter published under this date, it is

Ordered, That the Board hereby certify that all laws relating to construction have been complied with, and that the railway appears to be in a safe condition for operation.

Attest: CHARLES E. MANN,
February 14, 1906. [5709–6011] *Clerk.*

During the year, the Board, having made examinations of a part or the whole of the railways of various street railway companies, issued its certificates that all laws relating to construction had been complied with, and that they appeared to be in a safe condition for operation. A detailed list of these certificates follows: —

Berkshire Street Railway Company.

March 12, 1906, Stockbridge — About two thousand one hundred feet single track upon private land from a point about five hundred feet west of an overhead bridge over which passes the highway from Stockbridge to Glendale, thence westerly, crossing the Housatonic river, to a point at the north side of the West Stockbridge road in the northerly part of the village of Glendale. [6073]

October 5, 1906, North Adams — About one thousand four hundred feet single track in West Main street from existing track of the company opposite the Braytonville mill to a connection with other track of the company. [6290]

December 19, 1906, Stockbridge, Great Barrington — One turnout, 427 feet long in the village of Glendale in town of Stockbridge; two turnouts in Great Barrington — one 442 feet long and the other 280 feet long. [6204]

Boston and Northern Street Railway Company.

May 4, 1906, Danvers — Branch off at junction of Elliot and Bridge streets and a single track extension through Bridge street to the Beverly town line, length of track being about seven hundred forty-three feet. [6119]

June 8, 1906, Lynn, Salem — Double tracks in Western avenue and over private land in Lynn from a point near Eastern avenue to the Salem line, and in Highland avenue in Salem to Essex street, the length of said track being about sixteen thousand one hundred seventy feet. [6137]

August 21, 1906, Wakefield, Reading — Single track in Main street in Wakefield from the junction of Lowell street to the Wakefield–Reading line and single track in Haverhill street in Reading from the Wakefield line to a point opposite the entrance to the land of the Bay State Military Rifle Association, a total distance of about two thousand one hundred thirty feet. [6215]

September 10, 1906, Lowell — Two thousand three hundred eighty-eight feet single track in Fletcher street and seven hundred twenty-nine feet reconstructed track, consisting of double track curves and cross connections in Thorndike and Middlesex streets. [6202]

November 9, 1906, Tewksbury — About two thousand six hundred forty-two feet single track in Andover street from a connection with the present track near River road. [6342]

Boston and Worcester Street Railway Company.

July 20, 1906, Newton — Relocated crossover one hundred feet long on Boylston street about 120 feet west of the Newton–Brookline line. [6178]

August 14, 1906, Southborough — Three thousand five hundred feet double track in the Worcester turnpike. [6233]

August 21, 1905, Marlborough — Seven hundred sixty feet single track on West Main street between Winthrop and Gibben streets. [6252]

September 19, 1906, Framingham — About five thousand nine hundred feet double tracks in Eastern avenue from the junction of Elm and Main streets easterly to a point about eleven hundred eighty feet west of Concord street. [6253]

October 15, 1906, Newton — Double tracks in Boylston street on the new bridge over the Boston and Albany railroad and approaches thereto, about 1100 feet. [6260]

December 11, 1906, Newton, Wellesley — About five hundred

fifty feet double tracks extending over the Charles river bridge and approaches, crossing the line between Newton and Wellesley. [6337]

December 11, 1906, Framingham — About three hundred thirty feet in Beacon street, just north of Eastern avenue. [6338]

December 11, 1906, South Framingham — Sixteen hundred feet relocated single track in Concord street between Lawrence street and Union avenue. [6377]

Dartmouth and Westport Street Railway Company.

July 20, 1906, Dartmouth, Westport — About one thousand two hundred feet double tracks and crossover 110 feet long in state highway in Dartmouth; seven thousand sixty-six feet double tracks and four crossovers each 110 feet long in the state highway in Westport. [5834]

Hartford and Worcester Street Railway Company.

October 25, 1906, Sturbridge — About one thousand five hundred feet single track in Main street from a connection with the tracks of the Worcester and Southbridge street railway to a point on Main street east of the Fiskdale Mill Company. [6320]

Hoosac Valley Street Railway Company.

February 14, 1906, Williamstown — About two and twenty-one one-hundredths miles single track in North Hoosac and Sand Springs roads, over private land to a highway running southerly from Sand Springs road, crossing said highway and over private land to a highway leading from Williamstown to Pownal, Vermont, thence crossing said highway and along said road to the State line between Massachusetts and Vermont. [5709–6011]

Lowell and Fitchburg Street Railway Company.

October 19, 1906, Chelmsford, Westford, Groton, Ayer — Single track and sidings, extending in Groton road in Chelmsford, 1.63 miles; in the Lowell highway, over private land, the Graniteville road, over private land and the Groton road in Westford, 5.82 miles; over private land and in the Lowell road in Groton, 1.51 miles; and in the Sandy Pond road, over private land, Main, Columbia and New streets in Ayer, 3.74 miles, the total length of track including sidings being 13.16 miles. [6055]

Newton Street Railway Company.

May 4, 1906, Waltham — Double track and connections in Moody street from Pine street to High street, length of track being about one thousand four hundred sixty feet. [6129]

July 20, 1906, Newton — About one thousand five hundred feet double track and two crossovers, extending in Commonwealth avenue from the present tracks, over private land and across Auburn street to near the Newton Boat Club at Riverside. [6171]

October 5, 1906, Newton — About two hundred ninety-eight feet single and double tracks, extending in Centre and Boylston streets from existing tracks of the company to a connection with the Boston and Worcester street railway. [6282]

Newton and Boston Street Railway Company.

October 5, 1906, Newton — About three hundred sixty feet single track and double track connections extending in Elliot and Boylston streets from a connection with existing tracks of the company to a connection with the Boston and Worcester street railway. [6281]

Old Colony Street Railway Company.

March 8, 1906, Avon — Double tracks in Main street from the Brockton city line to the Randolph town line, length measured as single track being nineteen thousand seven hundred thirty-nine feet. [5918]

Springfield Street Railway Company.

May 25, 1906, Chicopee — Single track and turnout in Main and East Main streets to a point about three hundred feet west of the line between Springfield and Chicopee, a distance of eleven thousand feet. [6144]

August 28, 1906, West Springfield — One mile double track in Westfield street. [6249]

September 13, 1906, Springfield, Chicopee — One and twenty-eight hundredths miles single track in Worcester street in Springfield from a point opposite the mill of the Fiberloid Company to the Chicopee–Springfield line, and over private land in Chicopee from the Springfield line to East Main street, a distance of three hundred feet. [6212]

South Middlesex Street Railway Company.

June 7, 1906, Framingham — Single track extending in Waverley street from a point near the Ashland–Framingham line to a point near its junction with Winter street, a distance of twenty-seven hundred feet. [6051]

December 6, 1906, Ashland — About seventeen thousand eight hundred feet single track and two turnouts, from the Ashland–Framingham line, through Waverley and Union streets, Homer avenue, Railroad and Summer streets and in Union street to the Ashland–Hopkinton line. [6277]

Union Street Railway Company.

November 14, 1906, New Bedford — About two thousand five hundred sixty feet single track in Acushnet avenue. [6340]

Warren, Brookfield and Spencer Street Railway Company.

January 23, 1906, Brookfield — Seven hundred feet relocated track in Central, River and Main streets. [6029]

West End Street Railway Company.

July 20, 1906, Belmont — About ten thousand one hundred twenty feet double track and three crossovers in Grove street, Huron avenue, Washington street, Bright road and Concord avenue to a point opposite the Boston and Maine station in Belmont. [6184]

November 22, 1906, East Boston, Chelsea — About six thousand and sixty-two feet measured as single track, double tracks in Chelsea street in East Boston, from Saratoga street, and over Chelsea street bridge to the Chelsea line; and from said line and in Eastern avenue in Chelsea to a point about two hundred feet north of Chelsea creek. [6360]

December 19, 1906, Cambridge, Boston — Double track in Brookline street in Cambridge from near Putnam avenue to the Cambridge–Boston line; and in Essex street in Boston from said line to Commonwealth avenue, with cross connection in Commonwealth avenue, total length of track measured as single track being four thousand nine hundred seventy-three feet. [6384]

December 28, 1906, Boston, Cambridge — Double tracks in Cambridge street in Boston from a point near Charles street, over the

Cambridge bridge and in Main street in Cambridge to a point near First street, total length of track being 5103 feet measured as single track. [6203]

Worcester Consolidated Street Railway Company.

May 11, 1906, Worcester, West Boylston — Single track and turnouts in West Boylston street and over private land in Worcester from the Greendale station to the West Boylston line; and double tracks and crossover in Worcester street and over private land in West Boylston, from the Worcester–West Boylston line to a point under the overhead bridge of the Boston and Maine railroad near the West Boylston station, length of track being about twenty-two thousand seven hundred feet. [6140]

May 25, 1906, Leominster, Sterling — Single track and turnouts, extending in Central street and over private land in Leominster to the Leominster–Sterling town line, and in Sterling from said town line over private land and in Leominster and Worcester streets to a point near Loring street, the length of said track being about 8.754 miles, 5.947 miles being over private land and 2.807 miles in highways. [6140]

August 6, 1906, Worcester — Double tracks in Shrewsbury street between Adams street and Belmont street, together with single track connections in Shrewsbury and Aitchison streets and with tracks extending onto private land on the southerly side of Shrewsbury street, a total distance of five thousand six hundred twenty-eight feet, measured as single track. [6207]

December 4, 1906, Worcester — About one thousand four hundred feet single track in Channing street from a connection with the present tracks of the company to a point near Green lane. [6366]

REGULATION OF SPEED OF STREET RAILWAY CARS.

Regulations concerning speed of cars of the Pittsfield Electric Street Railway Company on bridge at Dalton road over the North Adams branch of the Boston and Albany railroad in Pittsfield.

It is hereby

Ordered, That the approval of the Board be given to an order regulating the speed of street railway cars adopted by the Board of Aldermen of the city of Pittsfield August 6, 1906, which order provides "That the Pittsfield Electric Street Railway Company shall not cross the bridge on Dalton road over the North Adams branch of the Boston and Albany railroad with their cars, snow shovels or other rolling stock at a greater speed than four miles per hour. It is also ordered that not more than one car or other portion of their rolling stock shall be on the bridge at one time, and that they shall not go on any portion of said bridge while it is occupied by a road roller or other heavy load."

Attest: CHARLES E. MANN,
SEPTEMBER 5, 1906. [6245] *Clerk.*

Petition of the City of Pittsfield for approval of regulation that cars of the Pittsfield Electric Street Railway Company make a certain stop.

After consideration, — it is

Ordered, That the approval of the Board be given to the regulation adopted by the board of aldermen of Pittsfield under date of October 1, 1906, and reading as follows: "Ordered, That, under the provisions of section 74, part III, chapter 463 of the Acts of the General Court for 1906, all cars of the Pittsfield Electric Street Railway Company shall come to a full stop when approaching the junction of Center and Church streets from the north. The word 'cars' in the foregoing shall be construed to include snow plows."

Attest: CHARLES E. MANN,
OCTOBER 22, 1906. [6310] *Clerk.*

STATIONS AND STATION ACCOMMODATIONS.

*Petitions of the Boston Elevated Railway Company for approval of plans for alterations in railway at and for third track near Dudley street station.**

F. E. Snow for company.
Frank N. Nay, Arthur Berenson } for remonstrants.
Thomas M. Babson for city.

The proposed changes as shown upon these plans are undoubtedly advantageous to the travelling public. Owners of neighboring properties rightly claim that if other changes less objectionable to them will serve the public interests equally well, these plans ought not to be adopted. Taking the problem however, as it is, one of adapting an existing structure to new conditions, and not one of original construction, these plans seem beyond question to meet the public need with the least disturbance of private rights. It must be assumed that the statutes which authorize the building and maintenance of the railway adequately protect private rights, and we understand that the remonstrants are so advised.

Owners of real estate in this neighborhood complain that the company has been occupying tracks in front of their premises for storing and making repairs upon cars. This is unjustifiable. The company has no right, that we know, to make storage yards or repair shops of tracks constructed above the public streets. Sufficient accommodation of this kind must be provided elsewhere. In one instance only can trains properly be left standing upon the tracks in this locality, and that is when relay trains are needed as they are at times, ready for immediate use to prevent disastrous interruptions in the movement of trains.

The proposed third track is needed and is rightly placed in the interest of safe and proper operation where it will call for the least obstruction of the main track, where trains can be moved under direct control from the signal towers and where the efficiency of the service will best be secured.

In brief, the plans before us present the most practicable method of meeting the exigencies of the situation. If, therefore, these

* For original order on this case, later reopened, see page 147.

plans receive favorable consideration by the Mayor of Boston in respect to architectural effect and obstruction to light and air, as to which the statute gives him jurisdiction, they will be approved by the Board.

By the Board,

JAMES F. JACKSON,
Chairman.

November 21, 1906. [6220–6266]

Petition of the Boston Elevated Railway Company for approval of plan showing proposed station at Egleston square, Roxbury.

The annexed plan, numbered 28390, showing form and method of construction and location of a proposed station of the Boston Elevated railway at Egleston square, Roxbury, in the city of Boston, the same being a modification of plan numbered 26172, approved by the Board June 21, 1905, is hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

November 15, 1906. [6218]

Petition of the Boston Elevated Railway Company for approval of plans showing location of tracks, and form and method of construction of its elevated railway in Boston, including loop over private property at Forest Hills.

George A. Kimball for company.
T. M. Babson for Boston.
Chas. F. Jenney for Hyde Park.
John J. Conway for citizens' associations.
Wilfred Bolster, Arthur Berenson, Frank N. Nay, J. F. McDonough, Charles F. Fiske } for remonstrants.

The Boston Elevated Railway Company asks us to approve certain plans for a station in connection with its elevated structure at Forest Hills.

The statutes under which the company derives authority to build an elevated railway provide that plans showing the form and method of construction proposed in erecting the structure

shall be presented to the mayor of Boston for his examination and approval as to architectural appearance and obstruction to light and air, and further provides for an appeal to this Board from his decision. It follows that as an appellate tribunal this Board should hold itself free to consider an appeal, should one be made, with the assurance to all who are interested that it has taken no action prejudicial to a full and fair hearing. For this reason alone it must be held that these plans should be presented to the mayor before we are asked to pass upon them.

But there are other objections to the approval of the plans, to which we think attention ought to be now called. The proposed station at Forest Hills takes from general highway uses a substantial area in the public square. It has long been the declared policy of this Board in passing upon railway locations to require companies to make good an invasion of public streets and public places which excludes general highway uses. There is no suggestion here that the company is to furnish an equivalent for what it proposes to take from such uses in this square, and our approval of the project would be withheld for that reason.

Again, in weighing the various pertinent suggestions which have been offered in connection with this discussion at and since the hearing, we are satisfied that the problem of meeting not only the present but the probable future needs of travel at this point in the manner most likely to best subserve all interests calls for further investigation and study, both of the type and of the exact location of this station.

The petition presenting the plans now before us is dismissed as far as it relates to a station at Forest Hills.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

October 2, 1906. [6219]

Petition of the mayor and aldermen of Malden for construction of subway or bridge at railroad station.

Joseph Wiggin for Malden.

W. H. Coolidge for railroad.

The petitioners suggest the construction of an overhead bridge or a subway with a fence to separate the tracks at the Malden station on the Western division of the Boston and Maine railroad.

Any way, either over or under the railroad, ought to be a permanent improvement and not a temporary makeshift, and therefore it is necessary to consider future conditions in this vicinity in acting upon this petition.

One pertinent circumstance is the fact that there is at present pending in court a petition for the abolition of the highway grade crossing near this station. People will not fear walking across railroad tracks as they ought to fear it, and consequently there is need to protect those who are thoughtless and careless; but the public interests are concerned to a much greater degree in measures to prevent accidents to those persons who in the exercise of prudence and care are liable to be struck down by passing trains — in other words, in the abolition of grade crossings of highways and railroads. Work of this kind should be prosecuted as rapidly as conditions will permit, and ought not to be subjected to possible embarrassment and delay through any arrangement for a less important improvement.

The question of a subway or an overhead way at this station, in our opinion, ought to await the determination of the plan for eliminating grade crossings in this neighborhood and not be allowed to prejudice in any possible way the working out of that problem by the tribunal which has to pass upon it, the decision of which we cannot prejudge.

In the meantime, we urge upon the public and upon the company the necessity for putting an end to the common practice of using the station grounds and railroad in front of them as a public way. Nothing will do more to lessen accidents here than the enforcement of the rule that makes the crossing of these premises by other than passengers a trespass.

Finally, we believe that until the grade crossing changes are brought about and the question of subway or overhead way determined, an employee of the company should announce the approach of trains. Whether this is of any effect as a safeguard depends upon the way in which it is done. Such employee can be of great assistance in warning passengers of danger.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

April 17, 1906. [6000]

STREET RAILWAY EXPRESS.

Petition of the Blue Hill Street Railway Company for authority to act as common carrier of baggage and freight in Canton and Milton.

The petitioner has obtained from the selectmen of the towns of Canton and Milton authority to conduct the business of a common carrier of baggage and freight to a certain extent upon certain parts of its railway.

After notice and hearing and upon full consideration, no one appearing to remonstrate,

We hereby certify that public necessity and convenience require that the Blue Hill Street Railway Company act as a common carrier upon the parts of its railway in the towns of Canton and Milton named in the petition, to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule attached to the petition, amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

October 11, 1906. [6285]

Petition of the Brockton and Plymouth Street Railway Company for authority to act as common carrier of baggage and freight in Plymouth and Kingston.

The petitioner has obtained from the selectmen of the towns of Plymouth and Kingston authority to conduct the business of a

common carrier of baggage and freight to a certain extent upon certain parts of its railway.

After notice and hearing and upon full consideration, no one appearing to remonstrate,

We hereby certify that public necessity and convenience require that the Brockton and Plymouth Street Railway Company act as a common carrier upon the parts of its railway in the towns of Plymouth and Kingston named in the petition, to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule attached to the petition, amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

June 4, 1906. [6150]

Petition of the Interstate Consolidated Street Railway Company for authority to act as common carrier of baggage and freight in North Attleborough.

The petitioner has obtained from the selectmen of the town of North Attleborough authority to conduct the business of a common carrier of baggage and freight to a certain extent upon certain parts of its railway.

After notice and hearing and upon full consideration,

We hereby certify that public necessity and convenience require that the Interstate Consolidated Street Railway Company act as a common carrier upon the parts of its railway in the town of North Attleborough named in the petition, to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule on file with the petition, amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the

business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

NOVEMBER 9, 1906. [6244] *Commissioners.*

Petition of the Old Colony Street Railway Company for right to act as common carrier in Taunton, Brockton, Dighton, Rehoboth, Raynham, Easton and Seekonk.

The petitioner has obtained from the boards of aldermen of the cities of Taunton and Brockton and the selectmen of the towns of Dighton, Rehoboth, Raynham, Easton and Seekonk, authority to conduct the business of a common carrier of baggage and freight upon parts of its railway, under the provisions of chapter 202, Acts of 1903, as amended by chapter 441, Acts of 1904.

The company now applies for the right to actively engage in such business to the extent of transporting goods and merchandise described in the schedule annexed to its petition and upon the parts of its railway defined therein.

After due notice and public hearing and upon full consideration, no one appearing to remonstrate,

We hereby certify that public necessity and convenience require that the Old Colony Street Railway Company act as a common carrier in the cities of Taunton and Brockton and in the towns of Dighton, Rehoboth, Raynham, Easton and Seekonk, upon the parts of its railway named in the petition, to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule attached to the petition, as amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

MARCH 5, 1906. [6054] *Commissioners.*

Petition of the Old Colony Street Railway Company for authority to act as common carrier in Fall River.

The board of aldermen of the city of Fall River has given the Old Colony Street Railway Company the right to carry baggage and freight over certain lines of its railway in that city.

Both of the orders granting this privilege are subject to several conditions which seem to us objectionable.

One of these is the provision that the sale or lease of the railway shall work an immediate forfeiture of the right to carry freight. It is unsafe to prejudge a question of the future in this way, for a change in the control of a railway need not necessarily be inimical to the public interests. As it is possible that a sale or lease might be under some circumstances beneficial to all concerned, we cannot agree that it should lead to the discontinuance of an established freight business, the loss of which might be a great inconvenience to people who had been in the habit of relying upon it.

The board of aldermen has prudently provided that these freight privileges may be revoked. We only suggest that the right to revoke cannot be left to the independent action of the local board. As the authority to inaugurate the business depends upon the action of both the local and the state board, so the power to terminate it should be based upon action by both boards.

Streets can be most promptly and economically cleared after a storm by concerted action between the company and the city, and the statute law looks to an arrangement of this kind satisfactory to the superintendent of streets. The paragraph in these orders which relates to the removal of snow presents no plan for doing the work and if literally obeyed is rather a hindrance than an aid to any practical arrangement between the parties.

To the claim of the company that the limitation of the freight privilege to a term of years is contrary to the policy of the law, it is enough to say that during the experimental period in this class of service the limitation seems wise.

The petition will be approved whenever action shall have been taken by the board of aldermen to meet the suggestions above made, and the regular schedule shall have been filed.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

March 28, 1906. [6070]

Petition of the Old Colony Street Railway Company for authority to act as common carrier of baggage and freight in Brockton, Abington, Rockland and Whitman.

The petitioner has obtained from the board of aldermen of the city of Brockton and the selectmen of the towns of Abington, Rockland and Whitman authority to conduct the business of a common carrier of baggage and freight to a certain extent upon certain parts of its railway.

After notice and hearing and upon full consideration, no one appearing to remonstrate,

We hereby certify that public necessity and convenience require that the Old Colony Street Railway Company act as a common carrier upon the parts of its railway in the city of Brockton and in the towns of Abington, Rockland and Whitman, named in the petition, to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule attached to the petition, amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

May 16, 1906. [6135]

Petition of the Old Colony Street Railway Company for authority to act as common carrier of baggage and freight in Raynham, Bridgewater and Middleborough.

The petitioner has obtained from the selectmen of the towns of Raynham, Bridgewater and Middleborough authority to conduct the business of a common carrier of baggage and freight to a certain extent upon certain parts of its railway.

After notice and hearing and upon full consideration, no one appearing to remonstrate,

We hereby certify that public necessity and convenience require that the Old Colony Street Railway Company act as a common

carrier upon the parts of its railway in the towns of Raynham, Bridgewater and Middleborough named in the petition, to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule attached to the petition, amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

SEPTEMBER 6, 1906. [6261] *Commissioners.*

Petition of the Springfield Street Railway Company for authority to act as common carrier of baggage and freight.

The Springfield Street Railway Company has obtained from the Aldermen of Springfield and of Chicopee and from the Selectmen of Agawam and of West Springfield authority to conduct the business of a common carrier upon all its street railway lines in those cities and towns.

In Springfield and Agawam the company is authorized to carry any kind of freight, while in Chicopee and in West Springfield it is limited to the transportation of baggage and express matter. We believe it is better to restrict the authority now given to such business as can be conducted over the entire railway and postpone consideration of the question of public necessity and convenience as far as it relates to the broader right to carry freight in Springfield and Agawam. This course does not bar favorable action whenever hereafter desirable upon any local grant of privileges more extensive than those embraced in the order now issued.

The several boards of aldermen and selectmen have guarded public interests and we add only our usual prohibition as to carriage of explosives and dangerous commodities, and requirement as to the filing of schedules and the future supervision and regulation of the service.

We hereby certify that public necessity and convenience require that the Springfield Street Railway Company engage in the busi-

ness of common carrier of baggage and freight under the authority given by the aldermen of Springfield and of Chicopee and by the selectmen of West Springfield and of Agawam to the extent of receiving, carrying and delivering baggage and merchandise of the kind described in the schedule filed in this office and duly approved; the business to be conducted subject to the limitations above named in such manner and with such facilities as the Board may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

FEBRUARY 9, 1906. [5989]

Petition of the Woronoco Street Railway Company for authority to act as common carrier of baggage and freight in West Springfield.

The petitioner has obtained from the selectmen of West Springfield authority to conduct the business of common carrier of baggage and freight upon its street railway within that town to the extent that baggage and merchandise is usually transported by express companies and upon express wagons.

After due notice and public hearing and upon full consideration, no one appearing to remonstrate,

We hereby certify that public necessity and convenience require that the Woronoco Street Railway Company act as a common carrier upon its railway in the town of West Springfield to the extent of receiving, carrying and delivering baggage and freight of the kind described in the schedule attached to the petition, as amended to exclude all explosives and to exclude all articles and commodities the transportation of which shall be hereafter prohibited by the Board.

This finding is made with the understanding and upon the condition that the facilities by which and the manner in which the business is conducted shall be subject to supervision and regulation by the Board as the public interests may from time to time require.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

MARCH 26, 1906. [6074]

SUNDAY TRAINS AND BOATS.

Petition of the Metropolitan Steamship Company for authority to run steamboats on the Lord's day.

After careful consideration of the public interests, — it is

Ordered, That authority be hereby given to the Metropolitan Steamship Company to run its steamboats within the waters of the Commonwealth on the Lord's day during the year ending June 30, 1907, in accordance with the schedule described in its petition, and in connection therewith to receive and deliver freight, upon the following conditions:

1. The rates charged for transportation shall in no case be less than the regular week-day fares and rates.

2. No intoxicating liquors shall be sold or furnished on said boats or on any premises owned or controlled by the company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

3. No person under the influence of liquor, or noisy, disorderly, profane or indecent in language or behavior, shall be allowed on said boats.

4. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest: CHARLES E. MANN,

May 26, 1906. [6154] *Clerk.*

Complaint relative to loading and unloading of steamboat freight on Sundays.

Under the provisions of sections fourteen and fifteen of chapter ninety-eight of the Revised Laws the Board in May of this year authorized the Metropolitan Steamship Company to "run its steamboats within the waters of the commonwealth on the Lord's day during the year ending June 30, 1907 in accordance with the schedule described in its petition".

As we interpret it, section fifteen of this chapter, first enacted

in 1897, while broadening the existing law in relation to travel upon the Lord's day, by extending to everybody privileges before possessed by the few, did not change the wholesome policy of the state in preserving the day from all work other than that exempted by statute specifically or under the general term of "work of necessity and charity."

The complainants contend that while the statutes expressly give to this Board the power to authorize the running of steamboats on Sunday, they do not give it any power to authorize the loading or unloading of freight on that day. This is unquestionably true in respect to the loading or unloading of freight which is not an incident of the running of the steamboats. The Board has never intentionally assumed to grant a general authority to do such work on Sundays.

We understand, however, that in the conduct of the business carried on by steamboat lines the delays inevitably connected with transportation by water create emergencies which make the moving of freight upon Sunday at times a practical necessity. This is notably the case with perishable freight and may sometimes be true of other cargo. The phrase in the order, "and in connection therewith to receive and deliver baggage and freight", in so far as it relates to freight was intended to meet such exceptional conditions. It is significant as a recognition upon our part of the fact that the exercise of the authority to run the steamboat may at times create a "work of necessity".

To eliminate hereafter any doubt as to the scope of this order, we hereby change the wording so that it will read "and in connection therewith to receive and deliver baggage and whenever necessary to meet an emergency incident to the running of the steamboats to load and unload freight."

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

NOVEMBER 2, 1906. [6311] *Commissioners.*

Petition of the Joy Steamship Company for authority to run steamboats on the Lord's day.

It appearing, upon due consideration, that the public necessity, convenience and welfare so require, — it is

Ordered, That authority be hereby given to the Joy Steamship Company to run its steamboats on the Lord's day during the year

1906 within the waters of this Commonwealth, upon the following conditions:

1. Said steamboats shall stop only at Fall River, Newport, Block Island and Martha's Vineyard.

2. The fares and rates charged for transportation on said steamboats shall in no case be less than regular week-day fares and rates.

3. No intoxicating liquors shall be sold or furnished, and no gaming shall be permitted on said steamboats or on any grounds or premises owned or controlled by said company at which said steamboats land or touch.

4. No person under the influence of liquor, or noisy, disorderly, profane or indecent in language or behavior shall be allowed on said steamboats; and no offensive conduct of any kind shall be permitted thereon.

5. The authority given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest: ALLAN BROOKS,
Assistant Clerk.

August 8, 1906. [6239]

Petition of the Merchants and Miners Transportation Company for authority to run steamboats on the Lord's day.

After careful consideration of the public interests, — it is

Ordered, That authority be hereby given to the Merchants and Miners Transportation Company to run its steamboats within the waters of the Commonwealth on the Lord's day during the period ending June 30, 1907, in accordance with the schedule described in its petition, and in connection therewith to receive and deliver baggage and to load and unload freight whenever such work is necessary to meet an emergency incident to the running of the boats as herein authorized, upon the following conditions:

1. Rates for transportation shall not be less than regular week-day fares and rates.

2. No intoxicating liquors shall be sold or furnished on said boats or on any premises owned or controlled by the company at which said boats land or touch; and no gaming or unlawful sport shall be permitted thereon.

3. No person under the influence of liquor, or noisy or guilty of improper language or behavior, shall be allowed on said boats or premises.

4. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said com-

pany, and will be revoked upon proof of any conduct upon the part of the company inconsistent with this order.

Attest: CHARLES E. MANN,
NOVEMBER 22, 1906. [6349] *Clerk.*

Similar orders were issued on petitions of the Joy Steamship Company and the Maine Coast Transportation Company.

Petition of the New York, New Haven and Hartford Railroad Company for authority to operate Sunday trains.

After consideration, — it is

Ordered, That the New York, New Haven and Hartford Railroad Company be hereby authorized to run on the Lord's day during the period ending December 31, 1906, the trains specified in the schedule dated June 8, 1906, on file with the petition, subject to the following conditions: —

1. No train shall be run as an excursion train.

2. The rates of fare on the passenger trains shall in no case be less than those on regular week-day trains between the same stations, including connecting steamboat lines.

All previous orders authorizing the running of trains on the Lord's day on the New York, New Haven and Hartford railroad are hereby revoked, such revocation to take effect at the same time that the above named schedule is put in force.

Attest: CHARLES E. MANN,
JUNE 8, 1906. [6086] *Clerk.*

By similar orders, schedules of regular Sunday trains, deemed to be necessary for the public accommodation, have been authorized by the Board on the Boston and Maine railroad, the Boston and Albany railroad, the Hoosac Tunnel and Wilmington railroad and the Boston, Revere Beach and Lynn railroad.

Petition of Fraternal Lodge No. 132, I. O. O. F., for permission for a Sunday train from Chatham to Wellfleet and return.

After consideration, — it is

Ordered, That the New York, New Haven and Hartford Railroad Company be hereby authorized to run a special train from Chatham to Wellfleet and return on Sunday, June 10, 1906, to

enable members of said lodge and of the Benevolence Rebekah Lodge to attend their annual memorial service; *provided* that said train shall not be run as a public excursion train, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest: CHARLES E. MANN,
JUNE 7, 1906. [6086] *Clerk.*

Petition of the Saint Michael's Polish Society of Lowell for permission for a Sunday train from Lowell to Manchester, New Hampshire.

After consideration, — it is

Ordered, That the Boston and Maine Railroad be hereby authorized to run a special train on its line in Massachusetts from Lowell to Manchester, New Hampshire, and return, on Sunday, November 25, 1906, for the exclusive use of said society, for the purpose of attending a church dedication; *provided* that said train shall not be run as a public excursion train, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest: CHARLES E. MANN,
NOVEMBER 8, 1906. [6071] *Clerk.*

Petition of the Swedish Campmeeting Committee of Worcester for permission for Sunday trains from Worcester to Sterling Junction and return.

After consideration, — it is

Ordered, That the Boston and Maine Railroad be hereby authorized to run special trains from Worcester to Sterling Junction and return on Sunday, August 5, 1906, and Sunday, August 12, 1906, for the exclusive use of the Swedish Methodists of Worcester who desire to attend a campmeeting at Sterling Junction; *provided* that said trains shall not be run as public excursion trains, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest: CHARLES E. MANN,
JUNE 25, 1906. [6071] *Clerk.*

Petition of a committee of the Watch Tower Bible and Tract Society for permission for a Sunday train from Boston to Worcester and return.

After consideration, — it is

Ordered, That the Boston and Maine Railroad be hereby authorized to run a special train from Boston to Worcester and return on Sunday, November 18, 1906, for the exclusive use of the members of the Watch Tower Bible and Tract Society who desire to attend a lecture to be given by Mr. Charles T. Russell, president of said society; *provided* that said train shall not be run as a public excursion train, and that the rates of fare shall not be less than those charged on regular week-day trains.

Attest: CHARLES E. MANN,
SEPTEMBER 18, 1906. [6071] *Clerk.*

A number of other special Sunday trains have been authorized by the Board in the course of the year, for what were deemed to be good and exceptional reasons.

LOCOMOTIVE WHISTLING.

Petition of the selectmen of Ayer concerning whistling upon the Boston and Maine railroad.

After public notice and hearing and further consideration, it appearing that the crossings hereinafter named are otherwise protected and that no unusual conditions require the continuance of whistling at these places as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the Fitchburg division of the Boston and Maine railroad as a crossing signal east of the Main street crossing and between said crossing and the railroad station; also upon the Worcester, Nashua and Portland division of the Boston and Maine railroad between the West Main street crossing and the Groton street crossing in the town of Ayer be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
DECEMBER 4, 1906. [6242] *Clerk.*

Complaints of citizens of Boston, Quincy, Braintree and Hingham concerning whistling upon the New York, New Haven and Hartford railroad.

The crossings of highways and railroad at the same grade hereinafter named are fully protected and no unusual conditions exist which call for the sounding of whistles as an additional warning. Under these circumstances such whistling is an unnecessary annoyance to persons in the neighborhood, and it is therefore

Ordered, That the whistling of locomotives upon the New York, New Haven and Hartford railroad as a crossing signal at the following streets be prohibited:

Main line, Plymouth division, at Freeport, Park, Elm (in Dorchester), Mill, Walnut, Water, School, Elm (in Braintree), River, Union, Plain and Pearl streets.

South Shore Branch, at Commercial, Allen and Shaw streets, Quincy avenue, Kilby and Summer streets, Eldridge court, Water, South, Main, Central, Hersey, North and West streets.

Shawmut branch, at Clayton and Adams streets, Dorchester avenue, Park street, Melville avenue, Mather and Centre streets and Central avenue.

Granite branch, at Granite avenue, Squantum, Adams, Robertson and Willard streets, Furnace avenue, Cross and West streets.

It is understood, however, that the whistle shall be sounded whenever upon approaching any one of said crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
JUNE 12, 1906. [C731, 733, 734, 735] *Clerk.*

Petition of Augustus Hemenway and others concerning whistling upon the New York, New Haven and Hartford railroad in Canton and Hyde Park.

After public notice and hearing and further consideration, it appearing that the crossings hereinafter named are otherwise protected, and that no unusual conditions require the continuance of whistling at these places as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the Providence division of the New York, New Haven and Hartford railroad as a crossing signal at the crossings known as Green Lodge and Dedham road in the town of Canton be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

In respect to whistling in the vicinity of the Readville station for the purpose of giving signals, — it is

Ordered, That the company restrict the whistling for such purpose to that which is absolutely necessary for safe and proper operation.

Attest: CHARLES E. MANN,
DECEMBER 4, 1906. [6289] *Clerk.*

Petition of the Selectmen of Framingham concerning whistling upon the New York, New Haven and Hartford railroad.

After public notice and hearing and further consideration, — it is

Ordered, That the whistling of locomotives upon the New York, New Haven and Hartford railroad as a crossing signal at Maple, Salem, Worcester and Pleasant streets in Framingham be prohibited between the hours of seven in the morning and ten at night while the crossings are protected by either flagmen or gates; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
SEPTEMBER 6, 1906. [C740] *Clerk.*

Petition of the selectmen of Framingham concerning whistling upon the Taunton division of the New York, New Haven and Hartford railroad.

After public notice and hearing and further consideration, it appearing that the crossings hereinafter named are otherwise protected and that no unusual conditions require the continuance of whistling at these places as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the Taunton division of the New York, New Haven and Hartford railroad as a crossing signal at Concord and Waverley streets in South Framingham be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

In respect to the whistling in the vicinity of the South Framingham station for the purpose of giving signals, — it is

Ordered, That the company restrict the whistling for such purpose to that which is absolutely necessary for safe and proper operation.

Attest: CHARLES E. MANN,
DECEMBER 4, 1906. [6286] *Clerk.*

Petition of residents of Hamilton and Wenham concerning whistling upon the Boston and Maine railroad.

After public notice and hearing and further consideration, and it appearing that the crossings hereinafter named are otherwise protected, and that no unusual conditions require the continuance of whistling at these places as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the main line of the Eastern division of the Boston and Maine railroad as a crossing signal at Asbury and Main streets in the town of Hamilton and at the Larch street crossing in the town of Wenham be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
SEPTEMBER 25, 1906. [6274] *Clerk.*

Complaint of Irving C. Webster and others concerning whistling on the New York, New Haven and Hartford railroad in Hyde Park.

The crossings of highways and railroad at the same grade in Hyde Park are protected throughout the day and night, and no unusual conditions exist which call for the sounding of whistles as an additional warning. Under these circumstances such whistling is an unnecessary annoyance to persons in the neighborhood.

While we cannot advise the entire discontinuance of whistling in signalling to employees, the company should prevent all unnecessary use of it for this purpose.

It is *Ordered,* That the whistling of locomotives upon the New York, New Haven and Hartford railroad as a crossing signal at Bridge street and Fairmount avenue in Hyde Park be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching either crossing there seems to be special occasion therefor to avoid accident.

By the Board,

JAMES F. JACKSON,
MAY 28, 1906. [C724] *Chairman.*

Complaint of Charles A. Joslin concerning whistling upon the New York, New Haven and Hartford railroad in Leominster.

The crossings of highway and railroad at the same grade in Leominster, hereinafter named, are fully protected and no unusual conditions exist which call for the sounding of whistles as an additional warning. Under these circumstances such whistling is an unnecessary annoyance to persons in the neighborhood, and it is therefore

Ordered, That the whistling of locomotives upon the New York, New Haven and Hartford railroad as a crossing signal at Priest, Main, Summer, Water and Mechanic streets in Leominster be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
June 12, 1906. [C732] *Clerk.*

Petition of the Fitchburg and Leominster Street Railway Company relative to whistling by locomotives of the New York, New Haven and Hartford Railroad Company in Leominster.

Upon further examination of the conditions existing at the crossing of Main street and the New York, New Haven and Hartford railroad in Leominster, — it is

Ordered, That so much of the order of this Board issued under date of June 12, 1906 as prohibits whistling by locomotives approaching said crossing from the north be annulled, it being our opinion that whistling by such locomotives should be resumed.

Attest: ALLAN BROOKS,
August 22, 1906. [C732] *Assistant Clerk.*

Petition of residents of Mansfield concerning whistling upon the New York, New Haven and Hartford railroad.

After public notice and hearing and further consideration, it appearing that the crossings hereinafter named are otherwise protected and that no unusual conditions require the continuance of whistling at these places as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the Taunton division of the New York, New Haven and Hartford railroad as a crossing signal at East, Park, Court, North Main, Fruit and Chauncey streets; and upon the Providence division of said railroad at West, Central, Chauncey, School, Elm and North Main streets in the town of Mansfield be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
DECEMBER 4, 1906. [6229] *Clerk.*

Petition of Miss E. S. A. Trumpler concerning whistling upon the New York, New Haven and Hartford railroad in Needham.

After public notice and hearing and further consideration, it appearing that the conditions existing at the crossings hereinafter named do not call for the continuance of whistling as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the Woonsocket branch of the Midland division of the New York, New Haven and Hartford railroad as a crossing signal, upon approaching Webster and West streets and Great Plain avenue from either direction, and on approaching Oak street from the north, in the town of Needham, be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
DECEMBER 4, 1906. [6264] *Clerk.*

Petition of the selectmen of Northborough concerning whistling upon the New York, New Haven and Hartford railroad.

After public notice and hearing and further consideration, it appearing that the crossings hereinafter named are otherwise protected and that no unusual conditions require the continuance of whistling at these places as a crossing signal, — it is

Ordered, That the whistling of locomotives upon the Taunton division of the New York, New Haven and Hartford railroad as a crossing signal between Pierce (or Hudson) and Main streets in

the town of Northborough be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
DECEMBER 4, 1906. [6251] *Clerk.*

Complaint of the Selectmen of Sharon concerning whistling upon the New York, New Haven and Hartford railroad.

The crossings of highway and railroad at the same grade in Sharon, hereinafter named, are fully protected, and no unusual conditions exist for the sounding of whistles as an additional warning. Under these circumstances such whistling is an unnecessary annoyance to persons in the neighborhood, and it is therefore

Ordered, That the whistling of locomotives upon the New York, New Haven and Hartford railroad as a crossing signal at Mowawk street, Depot street (Sharon Heights), and of south-bound trains at Depot street (Sharon station proper) be prohibited; it being understood, however, that the whistle shall be sounded whenever, upon approaching these crossings, there seems to be occasion therefor to avoid accident.

Attest: ALLAN BROOKS,
AUGUST 22, 1906. [C741] *Assistant Clerk.*

Complaint of Mayor and Aldermen relative to whistling on the New York, New Haven and Hartford railroad within the limits of Taunton.

The New York, New Haven and Hartford Railroad Company has recently enforced a rule requiring the whistling of locomotives at places where highways cross its various lines of railroad.

In Taunton, where the railroad passes for a long distance through residential parts of the city and where grade crossings exist at frequent intervals, this practice not only causes annoyance and discomfort but creates a state of affairs which may well be deemed a menace to the health of the community.

Nearly all the crossings in Taunton are protected, generally with gates. Under the conditions which exist at the crossings hereinafter named, we know no reason why the whistling should be continued. It is therefore

Ordered, That the whistling of locomotives on the New York, New Haven and Hartford railroad as a crossing signal for trains

approaching Brittania, Danforth, Tremont, Granite, Oak, Wales, Porter, Cohannet and Winthrop streets, Harrison and Somerset avenues, Weir, First, Second and Ingell streets in Taunton be hereby prohibited; provided, however, that the whistle shall be sounded at these crossings if, when the engineer comes in view of the same, he finds special occasion for whistling to avoid accident.

By the Board,

JAMES F. JACKSON,
Chairman.

May 21, 1906. [6145]

Petition of the Mayor of Worcester concerning whistling upon the New York, New Haven and Hartford railroad.

The crossings of highway and railroad at the same grade in Worcester, hereinafter named, are fully protected, and no unusual conditions exist which call for the sounding of whistles as an additional warning. Under these circumstances such whistling is an unnecessary annoyance to persons in the neighborhood, and it is therefore

Ordered, That the whistling of locomotives upon the New York, New Haven and Hartford railroad as a crossing signal at Plymouth, Washington, Green and Grafton streets in Worcester be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
Clerk.

July 24, 1906. [6209]

Petition of John W. Mawbey concerning whistling upon the New York, New Haven and Hartford railroad in Worcester.

After public notice and hearing and further consideration, — it is

Ordered, That the whistling of locomotives upon the Norwich and Worcester branch of the New York, New Haven and Hartford railroad as a crossing signal at Southgate and Cambridge streets in Worcester be prohibited; it being understood, however, that the whistle shall be sounded whenever upon approaching these crossings there seems to be special occasion therefor to avoid accident.

Attest: CHARLES E. MANN,
Clerk.

September 6, 1906. [6232]

TESTS OF STREET RAILWAY FENDERS AND WHEELGUARDS.

The following statement gives the record of tests of certain street railway car fenders and wheelguards made under direction of the Board.

Tests given at Newton, October 23, 1906.

I. Pfingst Platform Fender (With drop attachment underneath operated by motorman).

[Exhibited by Louis Pfingst, 31 State Street, Boston, Mass.]

Test No. 1. A small dummy placed in an upright position on the track with its back towards the car, was picked up on the fender platform. The speed of the car was about four miles per hour.

Test No. 2. A small dummy lying on the track with its side towards the car, was picked up by the drop attachment (one arm under), which was tripped by the motorman; the speed of the car was about six miles per hour.

Test No. 3. A small dummy lying somewhat diagonally on the track, with head towards the car, was picked up by the drop attachment, which was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 4. A large dummy lying somewhat diagonally on the track was picked up by the drop attachment, which was tripped by the motorman; the speed of the car was about four miles per hour.

Test No. 5. A large dummy lying on its back was picked up and lay about one-half on the drop attachment, which was tripped by the motorman; the speed of the car was about six miles per hour.

Test No. 6. A large dummy placed in an upright position on the track with its back towards the car, was picked up on the platform; but the head struck the bunter of the car and was torn off. The dummy remained on the fender platform with legs hanging over the front of same. The speed of the car was about ten miles per hour.

II. Pickett Fender.

[Exhibited by William Pickett, 50 Laurel Street, Lynn, Mass.]

Test No. 1. A small dummy placed in an upright position in the centre of the track with its back towards the car, was struck by the fender platform and both legs were broken off at the knees. The body

of the dummy was picked up by the fender, which tripped automatically; the speed of the car was about fifteen miles per hour.

Test No. 2. A small dummy placed in an upright position in the centre of the track with its back towards the car, was picked up on the fender, which tripped automatically; the speed of the car was about seven miles per hour.

Test No. 3. A small dummy lying on its back was struck and pushed along the track, but did not go under the fender. The fender was tripped by the motorman; the speed of the car was about five miles per hour.

Test No. 4. A small dummy lying on its back with its arms extended (one arm toward the car) was pushed along the track, one arm being caught under the fender and torn. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 5. A large dummy (headless) lying diagonally across the track, with one arm extended towards the car, was picked up, but rolled off, and the fender passed over it. The dummy was cut to pieces. The fender was tripped by the motorman; the speed of the car was about twelve miles per hour.

Test No. 6. A small dummy lying diagonally on the track with its feet towards the car went under the fender and as far back as the life-guard on the truck. The fender was dropped by the motorman; the speed of the car was about eight miles per hour.

III. Weeden Automatic Fender.

[Exhibited by Charles H. Weeden, Quincy, Mass.]

This fender consists of a platform and dashboard protector; the platform being made so as to be dropped by the motorman. It has also bell attachment and sand-box.

Test No. 1. A small dummy placed in an upright position on the track with its back towards the car, was picked up on the fender platform; the fender being tripped by the motorman. The speed of the car was about eight miles per hour.

Test No. 2. A small dummy lying on the track on its back, with arms extended, was pushed along by the fender, one arm being caught under same. The fender was pushed back and the front of the platform was bent. The fender was tripped by the motorman; the speed of the car was about ten miles per hour.

Test No. 3. A small dummy lying diagonally across the track, with its head towards the car, was pushed along by the fender. The fender was pushed back and the dashboard protector was folded down onto the platform of the fender. The fender was tripped by the motorman; the speed of the car was about ten miles per hour.

IV. Sullivan and Taylor Fender.

[Exhibited by Peter B. Sullivan and George T. Taylor, Randolph, Mass.]

This fender consists of a platform and dashboard protector. The platform does not drop.

Test No. 1. A small dummy placed in an upright position on the track, with its back towards the car, was picked up by the fender platform, but was thrown forward and rolled off the front of the fender. It was then pushed along the track with one arm under the fender. The speed of the car was about eight miles per hour.

Test No. 2. A small dummy placed in an upright position on the track near the left rail, with its side towards the car, was picked up and remained on the fender platform. The speed of the car was about ten miles per hour.

V. Barnes Patent Lifeguard.

[Exhibited by Thomas Barnes, 271 Middlesex Street, Lowell, Mass.]

This device consists of a V-shaped plow extending in front of the car, with hinged sides which are intended to open outward when object is struck.

Test No. 1. A small dummy lying diagonally on the track with its head towards the car was pushed along, with one arm under the fender. The speed of the car was about five miles per hour.

Test No. 2. A small dummy lying diagonally on the track with its head towards the car, was pushed along, with both legs and one arm under. The speed of the car was about five miles per hour.

Test No. 3. A small dummy placed in an upright position on the track was pushed down with its feet towards the car just before being struck, and was pushed along with legs under the fender. The speed of the car was about six miles per hour.

Test No. 4. A small dummy placed in an upright position on the track with its back towards the car was struck by the fender, knocked down and pushed along, with one arm under the fender. The speed of the car was about eight miles per hour.

Tests given at Newton, October 30, 1906.

I. Sterling Lifeguard.

[Exhibited by Jerry M. Hayes, Newark, N. J.]

This device consists of a V-shaped lifeguard attached to the truck of the car and having a rubber strip on the bottom. There are no movable parts.

Test No. 1. A small dummy lying diagonally across the track with its head towards the car was pushed along by the lifeguard. The speed of the car was about six miles per hour.

Test No. 2. A small dummy lying across the track was pushed along

by the lifeguard with one arm underneath. The speed of the car was about six miles per hour.

Test No. 3. A small dummy lying on its back lengthwise of the track, with its head towards the car, was pushed along by the lifeguard. The speed of the car was about six miles per hour.

Test No. 4. A small dummy lying diagonally across the track with its feet towards the car was pushed along by the lifeguard, one arm and one leg being underneath. The speed of the car was about five miles per hour.

II. Eclipse Lifeguard.

[Exhibited by Eclipse Railway Supply Company, M. Bonnell, Manager, Cleveland, Ohio.]

This device consists of a platform fender with dashboard protector. The platform is pivoted just back of the centre so as to allow the front edge to tip down and run near the track. When a weight is thrown on to the fender the platform tilts back on the pivot and is locked, leaving the front elevated. A three-inch rubber hose extends across the front edge of the platform. The fender was tested for standing objects only.

Test No. 1. A small dummy placed in an upright position on the track and turned sidewise, was picked up and remained on the fender. The speed of the car was about eight miles per hour.

Test No. 2. A small dummy placed in an upright position on the track, and facing the car, was picked up, but the fender failed to lock; the dummy lay on the fender platform with its feet dragging on the ground. The speed of the car was about eight miles per hour.

Test No. 3. A small dummy placed in an upright position near the rail and facing the car was picked up and remained on the fender. The speed of the car was about eight miles per hour.

III. Multiple Wheelguard.

[Exhibited by Eclipse Railway Supply Company, M. Bonnell, Manager, Cleveland, Ohio.]

This device consists of a wheelguard attached to the front of the truck, to be dropped by the motorman.

Test No. 1. A small dummy lying diagonally across the track with its feet towards the car, was picked up by the wheelguard, which was dropped by the motorman. The speed of the car was about eight miles per hour.

Test No. 2. A small dummy lying diagonally across the track with its feet towards the car and its head resting on one rail was picked up by the wheelguard. Sections of the wheelguard were dragging on the ground during this test, and when the car was stopped a portion of the wheelguard was found bent back under the truck, and so injured as to be useless for further testing. The speed of the car was about eight miles per hour.

IV. Bateson Car Fender.

[Exhibited by Robert Bateson, Fall River, Mass.]

This device is a platform fender with dashboard protector. At the front of the platform is a hinged part, about fifteen inches wide, with a roller on front, which is supposed to roll along the roadbed.

Test No. 1. A small dummy placed in an upright position on the track with its back towards the car, was struck and picked up on the platform; but the head was partly torn off from contact with back of the fender. The speed of the car was about six miles per hour.

Test No. 2. A small dummy placed in an upright position on the track, facing the car, was picked up by the platform, but the head was torn off from contact with back of the fender. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy placed in an upright position on the track with its side towards the car, was picked up on the platform, but the head was partly torn off from contact with back of the fender. The speed of the car was about seven miles per hour.

Test No. 4. A small dummy lying diagonally across the track with feet towards the car, was struck by the fender and pushed to one side and off the track and was struck on the shoulder by the lifeguard of the truck. The speed of the car was about six miles per hour.

Test No. 5. A small dummy lying diagonally across the track with head towards the car, was pushed along with one arm under the fender. The speed of the car was about six miles per hour.

V. Pickett Fender (Retrial).

[Following the first trial a change was made in the front of this fender.]

Test No. 1. A large dummy placed in an upright position on the track with back towards the car, was picked up. The head struck on front of the car and was torn partly off. The dummy fell forward on to the platform of the fender and was carried along, the head dragging on the ground. The fender tripped automatically; the speed of the car was about eight miles per hour.

Test No. 2. A large dummy lying on its back across the track was picked up on the fender platform, but rolled partly off and was pushed along with the head dragging on the ground. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying diagonally across the track with its feet over one rail and its head towards the car was picked up, and remained on the fender. The speed of the car was about eight miles per hour.

VI. Smith Automatic Fender.

[Exhibited by Alba P. Smith, Jr., Brockton, Mass.]

Test No. 1. A small dummy placed in an upright position on the track near one rail, with its back towards the car, was picked up by the fender platform. The speed of the car was about three miles per hour.

Test No. 2. A small dummy placed in an upright position on the track near one rail, with its back to the car, was picked up on the fender platform. The speed of the car was about six miles per hour.

Test No. 3. A small dummy lying on the track with arms extended, was pushed along with one arm partly under the fender. The speed of the car was about seven miles per hour.

Test No. 4. A small dummy lying diagonally across the track with its head and shoulders outside of one rail, was pushed along with one arm under the fender; the head of the dummy was torn off and the fender was pushed partly under the car. The speed of the car was about seven miles per hour.

Test No. 5. A large dummy lying diagonally across the track with feet towards the car, was pushed along with one leg and one arm under the fender. The speed of the car was about seven miles per hour.

VII. Weeden Automatic Fender (Retrial).

[A change was made after the first trial, stronger springs being installed.]

Test No. 1. A large dummy placed in an upright position on the track, with its back towards the car, was struck and fell against the front of the car, then bounded off and went clear of the car at one side. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 2. A large dummy placed in an upright position and facing the car was picked up and remained on the fender platform. The fender was tripped by the motorman. As the car approached the large dummy, a small dummy was thrown on the track about twenty feet in front of the car, which passed entirely over the dummy, the motorman failing to trip the fender. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy placed in an upright position on the track, near one rail, with its back to the car, was pushed over just before the car reached it and was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 4. A large dummy lying diagonally across the track with its head towards the car, was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Tests given at Newton, November 9, 1906.

I. Parmenter Fender.

[Exhibited by George A. Parmenter, 27 Doane Street, Boston, Mass.]

This device consists of a platform fender with flexible dashboard protector. The platform is intended to be dropped by the motorman, and when not in use folds up against the dasher.

Test No. 1. A small dummy standing vertically on the track with its side towards the car, was picked up on the fender platform, but struck against the dashboard protector, bounded forward and lay across one corner of the fender platform, with head on the ground and one foot caught under the front of the fender platform. The fender was tripped by the motorman; the speed of the car was about six miles per hour.

Test No. 2. A small dummy placed in an upright position somewhat diagonally across the track with its back towards the car, was picked up and remained on the fender platform. The fender was tripped by the motorman; the speed of the car was about seven miles per hour.

Test No. 3. A small dummy placed in an upright position on the track with its side towards the car, was picked up and remained on the fender; the head was partly torn off from contact with the dashboard protector. The fender was not tripped by the motorman. The speed of the car was about eight miles per hour.

Test No. 4. A large dummy lying diagonally on the track with its head towards the car, was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 5. A small dummy lying on the track with its head resting on one rail, was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

II. Parmenter Automatic Wheelguard.

[Exhibited by George A. Parmenter, 27 Doane Street, Boston, Mass.]

This device consists of a wheelguard attached to the front of the truck, and so arranged that the front edge is dropped to the roadbed by the automatic trip coming in contact with any object. The automatic trip is located about three feet ahead of the wheelguard.

Test No. 1. A large dummy lying across the track was picked up and remained partly on the wheelguard, with head and one arm dragging in front. The wheelguard was dropped automatically. The speed of the car was about eight miles per hour.

Test No. 2. A small dummy lying across the track was picked up and remained on the wheelguard, which dropped automatically; the speed of the car was about eight miles per hour.

Test No. 3. A small dummy lying across the track with its head

outside of one rail was picked up on the wheelguard, which dropped automatically. The speed of the car was about eight miles per hour.

Test No. 4. A small dummy lying lengthwise of the track, with its feet towards the car, was picked up on the wheelguard, which dropped automatically. The speed of the car was about eight miles per hour.

III. Providence Car Fender.

[Exhibited by A. J. Thomley, Manager, Providence, R. I.]

This device consists of a platform fender with dashboard protector. The platform is intended to be dropped by the motorman and when not in use the fender platform folds up against the dasher.

Test No. 1. A small dummy placed in an upright position on the track near one rail with its side towards the car, when struck fell against the dashboard protector, then fell forward across the corner of the fender platform. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 2. A small dummy placed in an upright position on the track near one rail with its back to the car, when struck fell against the dashboard protector, then fell forward and was pushed along in front of the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 3. A large dummy placed in an upright position in the middle of the track, when struck fell against the dashboard protector, then fell forward and was pushed along in front of the fender. The headlight on the car was broken. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 4. A large dummy placed in an upright position on the track, when struck fell against the dashboard protector, then fell forward and was pushed along in front of the fender with its head and shoulders outside of the rail. The fender was not tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 5. A large dummy lying across the track was picked up and remained on the fender. The fender was dropped by the motorman; the speed of the car was about eight miles per hour.

Test No. 6. A small dummy lying on the track, with head outside of the rail, was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 7. A small dummy lying on the track with its feet towards the car and head resting on one rail, went under the fender and the car-wheel passed over one arm, the dummy being left on the track about eight feet behind the car. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 8. A small dummy lying on the track, with its feet towards the car and head on one rail, was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

IV. Barnes Patent Lifeguard (Retrial).

[Exhibited by Thomas Barnes, 271 Middlesex Street, Lowell, Mass.]

Test No. 1. A small dummy placed in an upright position in the centre of the track, facing the car, was struck by the fender and fell on top of same. The wings of the fender opened and the dummy dropped to the ground inside of the wings and was pushed along by the fender. The speed of the car was about eight miles per hour.

Test No. 2. A small dummy placed in an upright position on the track, near one rail, was pushed one side but went under the lifeguard of the truck, being badly cut up. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying on the track with feet over one rail and head inside, went under the fender and was pushed along, being caught under the fender and badly damaged. The speed of the car was about eight miles per hour.

Tests given at Newton, November 16, 1906.

I. Berg Fender.

[Exhibited by the Sterling-Meaker Company, Newark, N. J.]

This device is a drop fender consisting of platform extending in front of the car with low dashboard protector. The drop is operated by the motorman's foot. When not in use the fender slides under the car.

Test No. 1. A small dummy placed in an upright position on the track near one rail with back to the car, was picked up and remained on the platform, the fender being tripped by the motorman. The speed of the car was about eight miles per hour.

Test No. 2. A large dummy placed in an upright position on the track with its side to the car, was struck by the fender platform, fell against the dasher of the car, then fell forward off the fender and was pushed to one side, where it lay on the roadway; the fender was tripped by the motorman. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying across the track with head on one rail was picked up but rolled off the front of the fender just as the car came to a standstill. The fender was tripped by the motorman; the speed of the car was about six miles per hour.

Test No. 4. A small dummy lying on the track with its head outside of one rail, was pushed along by the fender with one arm caught under the fender platform. The fender was tripped by the motorman; the speed of the car was about six miles per hour.

Test No. 5. A small dummy lying on the track with its head outside one rail, was pushed along by the fender, with one arm caught. The fender was tripped by the motorman; the speed of the car was about seven miles per hour.

Test No. 6. A small dummy lying on the track with its head on one rail, was pushed along by the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 7. A large dummy lying across the track with its head on one rail, was picked up, but rolled off in front of the fender and was pushed along, rolling over twice. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 8. A large dummy lying diagonally across the track with feet towards the car and head on one rail, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about six miles per hour.

II. Sullivan and Taylor Fender. (Retrial; double truck car.)

This device consists of an automatic platform fender with dashboard protector. The fender has an attachment for applying the air brake automatically.

Test No. 1. A small dummy standing on the track was picked up on the fender platform. The air brake was not set. The speed of the car was about seven miles per hour.

Test No. 2. A large dummy placed in an upright position on the track was picked up on the fender platform, one foot dragging in front of same. The air brake was applied automatically; the speed of the car was about eight miles per hour.

Test No. 3. A small dummy placed in an upright position on the track was picked up on the fender platform, the air brake being applied automatically. The speed of the car was about six miles per hour.

Test No. 4. A small dummy placed in an upright position on the track was picked up on the fender platform. The air brake was applied automatically; the speed of the car was about eight miles per hour.

Test No. 5. A small dummy lying on the track was pushed along in front of the fender. The fender was tripped by the motorman, and the brake was applied automatically. The speed of the car was about six miles per hour.

Test No. 6. A small dummy lying on the track was pushed along in front of the fender, one arm and one leg under. The fender was not tripped by the motorman. The brake was applied automatically; the speed of the car was about eight miles per hour.

Test No. 7. A large dummy lying on the track was picked up and remained on the fender; the fender being tripped by the motorman, and the brake applied automatically. The speed of the car was about eight miles per hour.

Test No. 8. A large dummy lying on the track was passed over. The dummy lay in front of the forward truck with one arm torn off. The fender was not tripped by the motorman. The brake was applied automatically; the speed of the car was about eight miles per hour.

III. Maxham Fender.

[Exhibited by Lowell M. Maxham, of Boston, Mass.]

This device consists of an automatic platform fender, with dashboard protector. It is also provided with a foot-trip for the motorman. When not in use the fender folds against the dasher.

Test No. 1. A small dummy placed in an upright position on the track was picked up and remained on the fender. The fender tripped automatically; the speed of the car was about eight miles per hour.

Test No. 2. A large dummy placed in an upright position on the track was picked up and remained on the fender, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy placed in an upright position on the track, near one rail, was picked up and remained on the fender; the fender tripped automatically. The speed of the car was about eight miles per hour.

Test No. 4. A large dummy lying across the track with its head over one rail was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 5. A small dummy lying diagonally across the track with its head towards the car and near one rail, was picked up on the fender but rolled off just as the car came to a standstill. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 6. A very small dummy furnished by Mr. Maxham was placed on the track and was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about seven miles per hour.

Test No. 7. A very small dummy placed in an upright position on the track was picked up and remained on the fender. The fender tripped automatically; the speed of the car was about seven miles per hour.

Test No. 8. A large dummy placed in an upright position on the track was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about seven miles per hour.

Test No. 9. A large dummy lying across the track with its head over one rail was picked up and remained on the fender. The fender was tripped by the motorman; the speed of the car was about seven miles per hour.

IV. Sherwood Fender.

[Exhibited by Earl Sherwood, Brooklyn, N. Y.]

This device consists of a platform fender with dashboard protector, as high as the floor of the car. The fender is dropped by the motorman with a lever placed outside of the dasher near the controller and when not in use folds against the dasher. The fender trips automatically also.

Test No. 1. A small dummy placed in an upright position on the track, near one rail, was picked up and lay on the fender with feet dragging in front. The fender tripped automatically; the speed of the car being about seven miles per hour.

Test No. 2. A large dummy placed in an upright position on the track was picked up and remained on the fender which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying across the track with its head on one rail, was pushed along for some distance, then rolled partly under the fender. The fender tripped itself before reaching the dummy; the speed of the car was about eight miles per hour.

Test No. 4. A large dummy lying across the track with its head over one rail, went completely under the fender, which was tripped by the motorman. The speed of the car was about seven miles per hour.

Test No. 5. A small dummy lying on the track with its head on one rail, went completely under the fender and was run over by the car. The fender was tripped by the motorman; the speed of the car was about eight miles per hour.

Test No. 6. A large dummy lying on the track was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about seven miles per hour.

Test No. 7. A large dummy lying on the track went completely under the fender, and lay in front of the truck. The fender was tripped by the motorman; the speed of the car was about seven miles per hour.

Tests given at Newton, November 24, 1906.

I. Sherwood Fender. (Retrial.)

[Exhibited by Earl Sherwood, Brooklyn, N. Y.]

Test No. 1. A small dummy placed diagonally on the track with head towards the car and near one rail, was picked up and remained on the platform. The fender was dropped by the motorman; the speed of the car was about four miles per hour.

Test No. 2. A small dummy lying across the track was picked up and remained on the platform. The fender was dropped by the motorman; the speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying across the track was picked up and remained on the platform. The fender was dropped by the motorman; the speed of the car was about eight miles per hour.

II. Sherwood Automatic Wheelguard.

[Exhibited by Earl Sherwood, Brooklyn, N. Y.]

This device consists of a wheelguard attached to the car-body near the truck in such a manner as to be dropped to the track automatically. The automatic trip is about three feet in front of the wheelguard.

Test No. 1. A large dummy lying across the track was picked up and remained on the wheelguard, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 2. A large dummy lying across the track was picked up and remained on the wheelguard, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying across the track was picked up but rolled off the front of the wheelguard and was pushed along, one shoulder under the wheelguard, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 4. A small dummy lying diagonally on the track with feet towards the car, was picked up and remained on the wheelguard, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 5. A small dummy lying on the track with head towards the car, was picked up and remained on the wheelguard, which tripped automatically. The speed of the car was about eight miles per hour.

Tests given at Canton Junction, November 27, 1906.

WHEELOCK FENDER.

[Exhibited by Mrs. George Wheelock, 285 Broadway, Arlington, Mass.]

This device consists of a platform fender five feet, eight inches wide, extending three feet, ten inches in front of the car, with dashboard protector. The fender is automatic, being tripped by the front of the platform coming in contact with any object on the track.

Test No. 1. A small dummy placed in an upright position on the track with back towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car was about five miles per hour.

Test No. 2. A small dummy placed in an upright position on the track with side towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car was about five miles per hour.

Test No. 3. A small dummy placed in an upright position on the track with face towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car being about three miles per hour.

Test No. 4. A small dummy placed in an upright position on the track with face towards the car was knocked down and pushed along in front of the fender for some distance and then picked up on the fender, which tripped automatically. The speed of the car was about five miles per hour.

Test No. 5. A small dummy lying on the track was picked up and remained on the fender, which tripped automatically. The speed of the car was about seven miles per hour.

Test No. 6. A large dummy placed in an upright position on the track was picked up on the fender but rolled off one side and lay on the ground with its head wedged under the forward truck; the fender tripped automatically. The speed of the car was about six miles per hour.

Test No. 7. A large dummy placed in an upright position, facing the car, was struck by the fender, knocked down and went under the fender feet foremost. The fender tripped automatically but caught feet of the dummy which prevented the fender from dropping to the roadbed. The speed of the car was about eight miles per hour.

Test No. 8. A large dummy placed in an upright position on the track with side towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 9. A large dummy lying across the track was picked up and remained partly on the fender, with feet dragging in front; the fender tripped automatically. The speed of the car was about eight miles per hour.

Test No. 10. A large dummy lying on the track partly over one rail, was picked up but rolled off the fender and was pushed along in front. The speed of the car was about seven miles per hour.

The dummies for these tests were furnished by Mrs. Wheelock.

Tests given at Newton, December 7, 1906.

I. Keith Fender.

[Exhibited by F. K. Keith, Randolph, Mass.]

This is a platform fender with dashboard protector, the platform extending in front of the car two feet, nine inches; it is provided with automatic and foot trip. When not in use the dashboard protector folds down on the fender which pushes under the car.

Test No. 1. A small dummy placed in an upright position on the track with side towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car was about twelve miles per hour.

Test No. 2. A large dummy placed in an upright position on the track with side to the car, was picked up and fell with its head and shoulders over one side of the fender, which tripped automatically. The speed of the car was about ten miles per hour.

Test No. 3. A large dummy lying on its face across the track with its feet on one rail, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

Test No. 4. A large dummy lying on its back across the track, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

Test No. 5. A small dummy lying on its face across the track, with

arms extended, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

Test No. 6. A small dummy lying diagonally across one rail with its head towards the car, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

II. Haskins Automatic Fender.

[Exhibited by John Haskins, East Boston, Mass.]

This is a platform fender with no dashboard protector, but has two strips of board for the back below the car platform, which extends three feet in front of the car. When not in use it pushes under the car.

Test No. 1. A large dummy placed in an upright position on the track with its back towards the car, was picked up and remained on the fender, with feet dragging in front. The speed of the car was about ten miles per hour.

Test No. 2. A small dummy placed in an upright position on the track with its face towards the car, was picked up and remained on the fender. The speed of the car was about ten miles per hour.

Test No. 3. A small dummy lying on its back diagonally across the track, with its head towards the car, went under the fender and lay in front of the truck. The fender did not trip and the speed of the car was about ten miles per hour.

Test No. 4. A small dummy lying across the track went partly under the fender and was pushed along; the fender did not trip. The speed of the car was about ten miles per hour.

Test No. 5. A large dummy lying diagonally across the track with its head towards the car went partly under the fender and was pushed along. The fender did not trip and the speed of the car was about ten miles per hour.

Test No. 6. A large dummy placed in an upright position on the track, near one rail, was picked up and remained on the fender, with feet dragging over the front. The speed of the car was about ten miles per hour.

III. Hipwood Fender.

[Exhibited by George Hipwood, Lakeport, N. H.]

This device consists of a platform fender with dashboard protector, the front part of the platform being made up of sections with rolls underneath to prevent being caught on an uneven roadbed. The trip fender is operated by the motorman. When not in use it pushes under the car.

Test No. 1. A large dummy placed in an upright position on the track was picked up and carried on the fender with feet dragging in front. The fender was not tripped; the speed of the car was about ten miles per hour.

Test No. 2. A small dummy placed in an upright position on the track with its face towards the car, was picked up and remained on the fender, which was not tripped. The speed of the car was about ten miles per hour.

Test No. 3. A small dummy lying diagonally across the track with its head towards the car, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

Test No. 4. A small dummy lying face down across the track, was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

Test No. 5. A large dummy lying on its back across the track was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

IV. Howe Automatic Revolving Fender.

[Exhibited by James T. Murphy, 60 State Street, Boston, Mass.]

This device consists of a canvas shield on a metal frame supported by pivot to brackets in front of the car platform in such a manner as to be on an incline. The shield revolves slightly to right and left.

Test No. 1. A small dummy placed in an upright position on the track with its back towards the car, was knocked down, one arm going under the fender, and was pushed along some distance in front, then worked to one side of the track. The speed of the car was about eight miles per hour.

Test No. 2. A large dummy placed in an upright position on the track was knocked down, one arm going under the fender, and was pushed along to one side and lay in front of the truck. The speed of the car was about ten miles per hour.

Test No. 3. A large dummy lying diagonally across the track, with its head towards the car, was pushed along in front, went partly to one side and lay beside the fender, with one foot under. The speed of the car was about ten miles per hour.

V. O'Leary Automatic Fender.

[Exhibited by John O'Leary, Cohoes, N. Y.]

This is a platform fender, with dashboard protector, operated with automatic trip. It extends about three feet in front of the car.

Test No. 1. A large dummy placed in an upright position on the track, back to the car, was picked up and remained on the fender, with feet dragging in front. The fender tripped automatically; the speed of the car was about ten miles per hour.

Test No. 2. A large dummy lying on its back across the track was pushed along in front of the fender, which tripped automatically. The

fender was disabled in this test. The speed of the car was about ten miles per hour.

Mr. O'Leary stated that this fender was a model and not a working fender.

VI. Maxham Fender.

(Retrial.)

[Exhibited by Lowell M. Maxham, Boston, Mass.]

Mr. Maxham exhibited also a side wheelguard.

Test No. 1. A small dummy placed in an upright position on the track with side towards the car, was picked up and remained on the fender, feet dragging in front. The fender tripped automatically. The speed of the car was about ten miles per hour.

Test No. 2. A large dummy placed in an upright position on the track with back towards the car, was picked up and remained on the fender. The dummy was almost broken apart from force of contact with the front of the car. The fender tripped automatically; the speed of the car was about ten miles per hour.

Test No. 3. A small dummy lying on the track with head on one rail, was pushed along in front of the fender, which was tripped by the motorman. The speed of the car was about ten miles per hour.

VII. Jenkins Automatic Fender.

[Exhibited by John Hallam, Toronto, Canada.]

This device consists of a platform fender with dashboard protector and has an automatic trip. When not in use it folds against the front of the car.

Test No. 1. A large dummy placed in an upright position on the track with side towards the car, was knocked down, falling outside of the fender, and lay with head partly under the car. The head was nearly torn off. The fender tripped automatically; the speed of the car was about eight miles per hour.

Test No. 2. A small dummy placed in an upright position on the track with face towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car was about seven miles per hour.

Test No. 3. A small dummy lying on its face on the track with head on one rail, was pushed along, with feet on the fender, and head and shoulders dragging in front. The speed of the car was about eight miles per hour.

Test No. 4. A large dummy lying on its back across the track was pushed along in front of the fender with one arm under. The speed of the car was about eight miles per hour.

VIII. Seavey Automatic Fender.

[Exhibited by F. H. Seavey, 11 High Street, Boston, Mass.]

This is a platform fender with dashboard protector. It has an automatic trip; also trip to be operated by the motorman. It is to be removed from the car when not in use.

Test No. 1. A large dummy placed in an upright position on the track with side towards the car, was knocked down and pushed along in front of the fender; the head being partly torn off. The fender tripped automatically; the speed of the car was about nine miles per hour.

Test No. 2. A small dummy placed in an upright position on the track with face towards the car, was picked up and remained on the fender, which tripped automatically. The speed of the car was about eight miles per hour.

Test No. 3. A small dummy lying diagonally across the track with head towards the car was picked up and remained on the fender, which was tripped by the motorman. The speed of the car was about eight miles per hour.

Test No. 4. A small dummy lying on its face on the track, went under the fender and lay in front of the truck. The fender did not trip; the speed of the car was about eight miles per hour.

Test No. 5. A large dummy lying on its back across the track, was pushed along in front of the fender, which was tripped by the motorman. The speed of the car was about eight miles per hour.

Test No. 6. A large dummy lying on its back across the track, went under the fender, which did not trip. The speed of the car was about eight miles per hour.

IX. Clark Automatic Wheelguard.

[Exhibited by Ira P. Clark, Decatur, Ill.]

This device consists of a wheelguard attached to the truck in such a manner as to bring the forward edge close to the roadbed. When striking an object the wheelguard is supposed to deflect and prevent the object from going under the same. There is no trip.

Test No. 1. A large dummy lying on its face across the track was pushed along with one arm under the wheelguard. The speed of the car was about six miles per hour.

Test No. 2. A large dummy lying on its face across the track was picked up and remained on the wheelguard. The speed of the car was about eight miles per hour.

Test No. 3. A large dummy lying across the track was pushed along in front of the wheelguard, one foot under. The speed of the car was about eight miles per hour.

Test No. 4. A small dummy lying diagonally across the track with its

face down and its head towards the car, was picked up and remained on the wheelguard. The speed of the car was about ten miles per hour.

Test No. 5. A small dummy was placed horizontally on the track, and another small dummy was thrown onto the track directly in front of the car, as it approached. One dummy was picked up on the wheelguard, the other being pushed along in front of the wheelguard, with one arm under. The speed of the car was about eight miles per hour.

X. Pfingst Fender.

[Same as now in use on Boston Elevated railway and other railways.]

This is a fixed platform fender with no dashboard protector.

The fender tested was 12 inches above the rail, and when not in use pushes under the car.

Test No. 1. A large dummy placed in an upright position on the track with its face towards the car was knocked down, falling in front of the fender, going under and being pushed along in front of the truck. The speed of the car was about eight miles per hour.

Test No. 2. A large dummy placed in an upright position on the track fell before the car reached it, went under the fender and was pushed along in front of the truck. The speed of the car was about eight miles per hour.

Test No. 3. A small dummy placed in an upright position on the track with its side towards the car, was picked up and remained on the fender. The speed of the car was about eight miles per hour.

Test No. 4. A small dummy placed in an upright position on the track with its face towards the car, went onto the fender, then rolled off and went under, and was pushed along in front of the truck. The fender was pushed in when it struck the dummy; the speed of the car was about eight miles per hour.

Test No. 5. A large dummy placed in an upright position on the track was knocked down, went under the fender and was pushed along in front of the truck. The speed of the car was about eight miles per hour.

Test No. 6. A small dummy placed in an upright position on the track with its side towards the car, was picked up and remained on the fender. The speed of the car was about eight miles per hour.

Test No. 7. A small dummy lying on its back went under the fender and was pushed along in front of the truck. The speed of the car was about eight miles per hour.

In the tests with the Pfingst fender the dummy was prevented from going under the truck, when it went under the fender, by the lifeguard attached to the truck.

MISCELLANEOUS.

Special Report to the General Court.

Special Report on an order passed in the House of Representatives of the General Court relative to Fire Extinguishers for Railroad Cars.

To the Honorable, the House of Representatives.

The Board of Railroad Commissioners respectfully submits its report under the order of the House of Representatives passed on the nineteenth day of this month which reads as follows:

Ordered, That the Board of Railroad Commissioners be requested to report to the House of Representatives the practicability of equipping passenger coaches on railroads within this commonwealth with fire extinguishers; or report any means they may think practical for preventing loss of life by fire on passenger trains.

It is practicable to require that cars be equipped with fire extinguishers; but to determine the efficiency of such apparatus it would be necessary to undertake a careful inquiry. Such inquiry would be even more necessary to enable the Board to comply with the last requirement of this order, and report upon "any means . . . for preventing loss of life by fire."

We would respectfully suggest that the only legislation which would seem to be advisable would be such amendment of section two hundred and eleven, chapter one hundred and eleven, Revised Laws, as would make it clear that this section, which is specially devoted to safeguards against fire, is applicable to fire that may have its origin from other sources as well as from heating apparatus.

Such legislation would be followed by an investigation of safeguards against fire with that which the Board proposes in connection with the installation of block or other signals, and would provide for the enforcement of any requirement which it may make for the protection of the public.

If, however, it is desired that the Board make separate investigation and report upon devices for protection from fire, the Board will immediately undertake the same.

For the Board,

JAMES F. JACKSON,
Chairman.

February 26, 1906. [6075]

Street Railway Charters — Extension.

Petitions of the Maplewood and Danvers and the Haverhill and Boxford street railway companies for extension of time for constructing and operating their railways.

E. B. Fuller
M. E. S. Clemons } for companies.

Warren and Garfield for Boston and Northern street railway, *et al.*

W. H. Coolidge for Boston and Maine Railroad.

N. Sumner Holbrook for Malden.

The petitioning companies, though independent in name and organization, make up one enterprise, neither having any reason for a separate existence.

After a long contest with opposing interests, certificates of incorporation were issued to both companies in April, 1905. Since that time nothing has been done toward building the railways, several distinct efforts to secure the necessary capital having failed.

This is admitted by counsel, who frankly urges as the ground for granting the petitions the claim that certain persons who have invested their money in the preliminary work of organizing these companies ought to be given a further opportunity to enlist financial aid, to save them from loss.

One of the cities which this railway would serve favors the granting of the petitions and one opposes it, the other cities and towns having taken no action.

Meanwhile a general law has been enacted which provides a way for the building of a railway over this route whenever the need of it is demonstrated.

It is obvious that the transportation problem has taken on a different aspect from that which it wore when these companies were seeking locations. This is notably true in Malden, where the outspoken desire of the local authorities to deal again with

this problem would in itself be a controlling reason why the Board ought not to grant these petitions.

The petitioning companies have failed to make good the assurance upon which locations were granted to them, and now offer nothing in the way of a substantial promise for the future.

We cannot grant the petitions merely to enable individual investors to escape the financial losses which are due to the inaction and inability of the companies in which they have been interested.

Petitions dismissed.

For the Board,

JAMES F. JACKSON,
Chairman.

November 10, 1906. [6293–6294]

Searchlights on Electric Cars.

Petition of the Selectmen of Wellesley relative to use of searchlights on cars of the Natick and Cochituate street railway.

A railway in or along the side of a highway offers opportunities for obstruction that are not offered by railways which are constructed over private lands. To meet these conditions the cars upon some lines have of late been equipped with a powerful arc light as a safeguard against accident.

It has been said that this street car light is no more objectionable than some of the lights used on automobiles. We cannot accept that statement; but if it were true the comparison is not profitable. The fact that other lights may be an annoyance or menace to people using old-time methods of going abroad at night does not justify us in approving a further invasion of their rights.

It is true that there is a public demand for high speed on these railways and this undoubtedly makes it necessary in the interest of safety to throw light a considerable distance ahead of the car. If to do this an arc light of as high a candle power as that under examination is to be used companies must take prompt action to provide a suitable device for so governing the direction of the light as to confine the effect of its high power to the track. Meanwhile they should turn off or obscure the light while cars are moving through streets otherwise well lighted or through thickly settled communities.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

February 19, 1906. [6016]

Circular.

The following statement appeared in a decision of the Board published February 19, 1906:

A railway in or along the side of a highway offers opportunities for obstruction that are not offered where railways are constructed over private land. To meet these conditions cars upon some lines have been equipped with a powerful arc light as a safeguard against accident.

It is undoubtedly necessary to throw light a considerable distance ahead of a car at night. If an arc light of high candle power is to be used, companies should adopt some method for so governing the light as to practically confine it to the track, whenever a suitable device for doing this can be found. Meanwhile, this light should be turned off or obscured when cars are moving through streets otherwise well lighted or through thickly settled communities.

Your attention is also called to a practice, more or less general, of locking the door leading from the body of the street car into the front vestibule. The rule of companies to so limit the number of passengers in the front vestibule as to prevent interference with the motorman is approved, but any plan for carrying it out which involves the locking of this door so that it cannot be opened from the body of the car in case of need is disapproved.

For the Board,

JAMES F. JACKSON,
Chairman.

May 21, 1906. [6058]

Operation of Railway Cars.

Circular to Massachusetts Street Railway Companies.

Attention is called to a finding of the Board in connection with the investigation of the recent accident upon the Worcester and Holden street railway.

Upon the assurance of an employee that a car had not yet passed a certain place, the superintendent directed the crew of another car which was to meet it to proceed beyond the point where it would otherwise have waited. The first named car had in fact passed the place in question, and could not be reached in season to prevent a disastrous collision.

The employee had unintentionally misinformed the superintendent, but the responsibility for the accident is plainly chargeable to the fault of the management, in not having established a rule requiring an understanding between the despatcher and both crews as a preliminary to the change in the movement of these cars.

Wherever a telephone system of despatching cars is in use, no change in the regular schedule should be authorized until a complete understanding of such change has been established with the crew of every car affected by it and such understanding made a matter of record.

This occasion is also taken to call attention to the need of making every effort to keep tracks in a condition to prevent accident from slippery rails; and we again urge the necessity of enforcing rules for the testing of brakes and for the reduction of speed in running cars around curves and down grades.

For the Board,

JAMES F. JACKSON,
Chairman.

October 11, 1906. [6313]

Elevated Railway Plans.

Petition of the Boston Elevated Railway Company for approval of plan showing proposed track system for its elevated structure in Boston.

The annexed plan, numbered 20623, showing location, form and method of construction of proposed track system for the elevated structure of the Boston Elevated Railway Company in Washington street from Guild street to Forest Hills in the city of Boston, is hereby approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

October 31, 1906. [6267]

Petition of the Boston Elevated Railway Company for approval of plan showing proposed track system for renewals in its elevated structure.

The annexed plan, numbered 20623, showing location, form and method of construction of proposed track system for renewals in

the present existing elevated structure of the Boston Elevated Railway Company from Guild street, Roxbury, to Sullivan square, Charlestown, including the so-called Atlantic avenue loop, the same being a modification of plan numbered 20608, approved by the Board July 26, 1898, and of plan numbered 20615, approved by the Board November 9, 1900, is hereby approved and consent given to the changes shown.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

October 31, 1906. [6265] *Commissioners.*

Emergency Tools.

Petition of the New York, New Haven and Hartford Railroad Company for approval of plan for equipping baggage cars with emergency tools.

After consideration, — it is

Ordered, That the approval of the Board be hereby given to the manner of equipping with emergency tools, baggage cars of the Pennsylvania Railroad Company, operated in Massachusetts, as shown upon a plan dated March 12, 1906, on file with the petition.

Attest: CHARLES E. MANN,

October 29, 1906. [6335] *Clerk.*

Railroad Operation.

Approval of changes in rules for the operation of trains upon the Boston and Maine railroad.

The proposed changes in rules for the operation of trains upon the Boston and Maine railroad which have been submitted to the Board to-day by Vice-President Barr and Assistant General Manager Lee have been carefully examined, and meet our approval.

For the Board,

JAMES F. JACKSON,

March 28, 1906. [6098] *Chairman.*

Appointment of Railroad Inspectors.

It is *Ordered,* That Lewellyn H. McLain, of Melrose, be hereby appointed a railroad inspector under the provisions of section 1, part I., chapter 463 of the Acts of 1906, for the term of three years, beginning with the first day of October, 1906.

Attest: CHARLES E. MANN,
September 29, 1906. [6303] *Clerk.*

It is *Ordered,* That Daniel M. Wheeler, of Worcester, be hereby appointed a railroad inspector under the provisions of section 1, part I., chapter 463 of the Acts of 1906, for the term of three years, beginning with the first day of October, 1906.

Attest: CHARLES E. MANN,
September 29, 1906. [6302] *Clerk.*

Exemption from Steam Heating.

Petition of the Central New England Railway Company for exemption from the law as to steam heating.

After consideration, — it is

Ordered, That the Central New England Railway Company be until the first day of October, 1907, hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive in respect to passenger and baggage cars on mixed trains which leave Springfield at 7.48 A.M. and 3.45 P.M., and on the mixed train which reaches Springfield at about 11.59 A.M., said cars to be heated by either the Baker or the Johnson heater heretofore approved by the Board.

Attest: CHARLES E. MANN,
December 13, 1906. [6387] *Clerk.*

Petition of the New York, New Haven and Hartford Railroad Company for exemption from the law as to steam heating.

After consideration, — it is

Ordered, That the New York, New Haven and Hartford Railroad Company be hereby exempted until the first day of October, 1907, from the law requiring passenger cars to be heated by steam

from the locomotive in respect to passenger cars on certain mixed trains specified in its petition, in which freight cars are placed between the locomotive and passenger cars, upon the Air Line-Northampton, Berkshire and Plymouth divisions of its road, said passenger cars to be heated by the Baker or the Johnson heater heretofore approved by the Board.

Attest: CHARLES E. MANN,
October 11, 1906. [6298] *Clerk.*

Fencing Railroad Locations.

Petition of the Boston, Revere Beach and Lynn Railroad Company for exemption from duty of erecting and maintaining fences on portions of its railroad in the cities of Boston and Lynn and in the town of Revere.

After consideration, — it is

Ordered, That the Boston, Revere Beach and Lynn Railroad Company be hereby exempted until further notice from erecting and maintaining fences upon the sides of that part of its railroad from Belle Isle station to Beachmont station; from Point of Pines station to West Lynn station; from Gas House crossing, West Lynn, to Pleasant street, Lynn; and from Crescent Beach station to Point of Pines station between the tracks of its railroad and the tracks of the Chelsea Beach branch of the Boston and Maine railroad.

Attest: CHARLES E. MANN,
September 5, 1906. [6214] *Clerk.*

Railroad and Street Railway Relief Associations — By-Laws.

Petition of the Boston, Revere Beach and Lynn Railroad Relief Association for approval of amendments to by-laws.

After notice and hearing and full consideration, — it is

Ordered, That the amendments to the by-laws of the Boston, Revere Beach and Lynn Railroad Relief Association, made at the annual meeting on January 8, 1906, copies of which amendments are on file in this office, be hereby approved.

Attest: CHARLES E. MANN,
January 31, 1906. [6062] *Clerk.*

Petition of the Union Street Railway Employees' Relief Association for approval of its by-laws.

After notice and hearing and full consideration, — it is

Ordered, That the approval of the Board be hereby given to the by-laws of the Union Street Railway Employees' Relief Association, a copy of which by-laws is on file in this office.

Attest: CHARLES E. MANN,
NOVEMBER 16, 1906. [6334] *Clerk.*

STREET RAILWAYS EARNING FIVE PER CENT DIVIDENDS.

Communication.

To the Honorable Board of Commissioners of Savings Banks of the Commonwealth of Massachusetts, Hon. WARREN E. LOCKE, *Chairman.*

GENTLEMEN: — Pursuant to the provisions of chapter 483, Acts of 1902, we transmit the following list of street railway companies incorporated in this Commonwealth which appear from the returns made by them to have annually earned and properly paid, without impairment of assets or capital stock, dividends of not less than five per cent (5%) upon their capital stock for the past five years, —

Athol & Orange,
Boston Elevated,
Dartmouth & Westport,
East Middlesex,
Fitchburg & Leominster,
Holyoke,
Hoosac Valley,
Pittsfield Electric,
Springfield,
Union,
West End.

Very truly yours,

JAMES F. JACKSON,
JANUARY 11, 1906. [6052] *Chairman.*

REMOVAL OF SNOW.

Regulations.

Under the provisions of section 75, part III., chapter 463, Acts of 1906, the following municipalities have filed copies of regulations as to clearing snow from street railway tracks:

Ayer,	Filed December 24, 1906.
Lynn,	September 1, 1906.
Newton,	August 31, 1906.
Swampscott,	August 31, 1906.
Waltham,	September 12, 1906.
Wellesley,	September 19, 1906.

Plans of Interurban Railways.

Circular.

The plans to be presented to the Board under section 5, chapter 516, Acts of 1906, are of course preliminary to plans of greater detail to be prepared at a later stage of an enterprise.

While these preliminary plans ought not to involve unnecessary expense, they ought to show with clearness what the statute specifically requires and in addition what interested parties and the Board would desire to know in dealing with the question whether or not a certificate should issue.

As this inquiry will cover estimated cost, extent of use of private property and of public ways, the plans should show cuts and fills, bridges and other important features of construction, the general character of the private property to be taken and the general character of the highways to be traversed.

To fulfill these requirements, the scale of the map, where the railway passes through settled communities, should not be smaller than four hundred (400) feet to the inch, and where it passes through country districts not smaller than one thousand (1000) feet to the inch; the map should show the buildings likely to be affected by the building of the railway and all crossings of streets, railroads and railways; the profile plan should show the profile of the track and of the ground along the centre line, with horizontal scale as above and vertical scale of not more than twenty feet to the inch; and the contour of the ground should be indicated sufficiently for the purposes of a preliminary estimate of cost.

By order of the Board,

CHARLES E. MANN,
Clerk.

December 5, 1906. [6058]

Records of Land Takings.

Rules prescribed by the Board of Railroad Commissioners, under sections 74, 75, 78 and 81 of Part II. of chapter 463 of the Acts of 1906, in regard to records of land purchased or acquired by the Boston Elevated Railway Company for railroad purposes and the manner of keeping the same. (See Acts of 1894, chapter 548, section 11, and Acts of 1906, chapter 463, part II., sections 83, 84 and 85.)

Rule 1. — Location maps shall be made upon a scale showing not more than four hundred feet to the inch, upon cloth-backed paper, and shall be firmly bound for record in books eighteen (18) inches from top to bottom, and thirty (30) from back to front.

Rule 2. — Said maps shall show the base line of location with the courses of the tangents and radii of the curves of said base line; also the courses of the side lines of public or private ways over which the location is made and points at which they cross the base line. Boundary lines of land taken abutting on such ways shall be described by course and distance from the base line. Boundary lines of land taken running in the same general direction with the base line of location shall be described by courses and distances starting from said side lines of ways as located on the base line. The relation of tracks to the base line shall be shown.

Note. — The courses called for above may be either magnetic or true, but the maps and descriptions must specify which are given.

Rule 3. — The description in writing must in all cases correspond with the map, and the two taken together must have the substantial certainty and precision of a deed. (2 Gray, 580.)

Rule 4. — The location shall be certified by the directors of the corporation, or by the president, if authorized by a vote of said directors.

Rule 5. — The location, when deposited with the clerk of the county commissioners, shall be kept for preservation and convenient reference in the office of said clerk, in a cabinet used exclusively for that purpose, and furnished with shelves sufficient to allow at least one separate shelf for the maps of the corporation.

Rule 6. — A book shall be kept in the office of each clerk, in which shall be recorded the name of every location, the time when it was filed, and the shelf where it is deposited.

Rule 7. — No location after it has once been filed shall be taken

from the office of the clerk for any purpose except upon the order of a court or other proper authority.

By order of the Board,

CHARLES E. MANN,
Clerk.

November 5, 1906. [6058]

Transportation of Explosives.

Petition of the New York, New Haven and Hartford Railroad Company for modification of regulations relating to transportation of ammunition.

The change proposed in the regulations for the transportation of ammunition is desired generally by the shippers and the railroad companies doing business in this state, is justified by the opinion of experts and is approved by the Inspectors of the Commonwealth, as founded upon a more detailed and scientific classification of ammunition.

Upon consideration the following order is made:

Regulations numbered twelve and thirteen, published under date of November 29, 1905, in accordance with the provisions of section 99, chapter 102, Revised Laws, are hereby modified so as to read as follows: —

12. Small-arms ammunition consists usually of a paper or metallic shell, which contains the primer, explosive and projectile, the materials necessary for one firing being all in one piece, to be used in sporting or fowling pieces or in rifle, pistol practice, etc.

Packing — Small-arms ammunition to be used in sporting or fowling pieces or in rifle and pistol practice, etc., must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in strong wooden boxes.

Marking — Each package or case must be plainly marked "*Small-arms ammunition.*"

13. Great-gun ammunition embraces all fixed ammunition in which the projectile weighs one pound or over and is usually transported only for government use.

Packing — This form of ammunition must be packed and properly cushioned in strong wooden boxes, small and light enough to be readily carried by not more than two men.

Marking — Each package or case must be plainly marked "*Great-gun ammunition — handle carefully.*"

In accordance with the law the regulations numbered twelve and thirteen above named, as modified, are to be published in the Boston Daily Advertiser, the Worcester Telegram and the Springfield Republican.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

June 6, 1906. [6158]

PROPOSED BRIDGE BETWEEN FALL RIVER AND SOMERSET.

To the Honorable, the Senate and the House of Representatives in General Court assembled.

The Joint Board composed of the members of the Railroad Commission and of the Harbor and Land Commission and the County Commissioners of Bristol County, appointed under chapter 462 of the Acts of the Legislature of the year 1903 to construct a new bridge over Taunton Great River between Fall River and Somerset, respectfully submits a further report of its doings.

Following the action of the Legislature at its last session in rejecting the bill calling for a change in the procedure with reference to the building of this bridge, the Joint Board pressed its request before the War Department that the hearing upon the plans which it had adopted for the new bridge be reopened, and this request having been granted additional data and argument for the approval of these plans and for the reversal of the former action of the department were presented to the assistant secretary of war in Washington.

Notice that the plans of the Joint Board had been approved by the War Department was subsequently received.

Detailed plans and specifications having been completed and a form of contract provided, advertisement for proposals for building the bridge was made, and on the seventeenth day of December, 1906, the contract for the performance of this work was awarded to the Holbrook, Cabot and Rollins Corporation, at a contract price of seven hundred and seventy thousand dollars.

By appropriate action lands necessary to the construction of the bridge and of the approaches thereto have been since taken upon each side of the river and the work of building the bridge has been begun and is now under way.

For the Joint Board,

JAMES F. JACKSON,
Chairman.

February 4, 1907.

EXPENSES OF OFFICE.

Advertising,	[1] $933 90
Carpenter work,	101 82
Carpets, etc.,	37 75
Electric lighting, etc.,	167 68
Expert services,	4,281 69
Expressage,	34 98
Furniture and repairs,	176 27
Janitor, and care of office,	1,116 66
Newspapers, publications, etc.,	179 05
Postage,	585 75
Printing annual report,	4,765 18
Printing and binding,	264 48
Railroad inspectors' expenses,	826 34
Rent of office,	4,308 37
Stationery and office supplies,	737 90
Stenographers and extra clerical services,	1,946 57
Sundries,	109 02
Telephone and telegrams,	273 18
Travelling expenses,	329 18
Total office expenses,[2]	$21,175 77

[1] Of this amount, $873.1⅞ was expended in advertising regulations for the transportation of explosives in accordance with R. L. 102, § 99.

[2] Exclusive of salaries fixed by statute.

TABULATED STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1906.

DESCRIPTION OF RAILROADS OWNED AND OPERATED.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1.—TERMINI.		2.—LENGTH OF LINE.		3.—SECOND TRACK.		4.—SIDE TRACK.		5.—Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
ATTLEBOROUGH BRANCH,[1]	Attleborough,	No. Attleborough,	3.720	3.720	–	–	1.420	1.420	5.140
BERKSHIRE. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
BOSTON & ALBANY (*operated by the New York Central & Hudson River, Lessee*),	Boston,	Albany, N. Y.,	199.910	161.350	233.550[2]	194.990[2]	226.440	195.690	659.900
Athol,	Springfield,	Athol,	45.260	45.260	–	–	10.970	10.970	56.230
Grand Junction,	Cottage Farm,	East Boston,	9.450	9.450	5.180	5.180	23.970	23.970	38.600
Hudson,	Chatham, N. Y.,	Hudson, N. Y.,	17.330	–	1.000	–	6.720	–	25.050
Milford,	So. Framingham,	Milford,	12.000	12.000	–	–	6.540	6.540	18.540
Millbury,	Millbury Jct.,	Millbury Village,	3.280	3.280	–	–	.990	.990	4.270
Newton Highlands,	Beacon St., Boston,	Riverside Jct.,	9.890	9.890	9.890	9.890	7.070	7.070	26.850
Newton Lower Falls,	Riverside Jct.,	Newton L. Falls,	1.090	1.090	–	–	.900	.900	1.990
Saxonville,	Natick,	Saxonville,	3.700	3.700	–	–	2.290	2.290	5.990
Spencer,	Spencer,	South Spencer,	2.180	2.180	–	–	1.170	1.170	3.350
Chester & Becket,	Chester,	Chester Quarries,	5.270	5.270	–	–	2.190	2.190	7.460
North Brookfield,	East Brookfield,	North Brookfield,	4.000	4.000	–	–	1.320	1.320	5.320
Pittsfield & North Adams,	Pittsfield,	North Adams,	18.550	18.550	–	–	8.750	8.750	27.300
Prov., Webster & Springfield,	Webster Jct.,	Webster,	11.230	11.230	–	–	3.230	3.230	14.460
Ware River,	Palmer,	Winchendon,	49.350	49.350	–	–	7.810	7.810	57.160
BOSTON & LOWELL. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
BOSTON & MAINE,	Boston,	Portland, Me.,	115.310	36.560	82.740[3]	38.090[3]	115.620	73.960	313.670
	Boston,	Portland, Me.,	108.290	41.450	58.110[4]	42.180[4]	83.390	58.570	249.790
	Conway Jct., Me.,	Intervale Jct., N.H.,	73.370	–	–	–	25.730	–	99.100
	Rochester, N. H.,	Portland, Me.,	53.860	–	–	–	23.490	–	77.350
	No. Cambridge,	Northampton,	95.690	95.690	–		25.160	25.160	120.850
Charlestown,	East Somerville,	Charlestown,	1.090	1.090	1.090	1.090	–	–	2.180
Chelsea Beach,	Revere Jct.,	Saugus River Jct.,	3.340	3.340	2.490	2.490	.190	.190	6.020

[1] Operated by electricity.

[2] Including 16.830 miles of third track and 16.810 miles of fourth track.

[3] Including 1.530 miles of third track.

[4] Including .730 mile of third track.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
Boston & Maine — Con.									
Dover & Winnepiseogee,	Dover, N. H.,	Alton Bay, N. H.,	29.000	–	–	–	7.440	–	36.440
Essex,	Wenham,	Essex,	6.000	6.000	–	–	1.970	1.970	7.970
Gloucester,	Beverly,	Rockport,	16.940	16.940	8.990	8.990	5.100	5.100	31.030
Lawrence,	Salem,	North Andover,	19.890	19.890	1.640	1.640	7.850	7.850	29.380
Marblehead,	Salem,	Marblehead,	3.520	3 520	–	–	.860	.860	4.380
Medford,	Medford Jct.,	Medford,	2.000	2.000	2.000	2.000	1.960	1.960	5.960
Methuen,	Lawrence,	State Line, N. H.,	3.750	3.750	1.000	1.000	15.120	15.120	19.870
Newburyport City,	Newburyport,	Newburyport,	1.970	1.970	–	–	1.280	1.280	3.250
Orchard Beach,	Old Orchard, Me.,	Saco River, Me.,	3.270	–	–	–	.360	–	3.630
Portsmouth,[1]	Portsmouth, N. H.,	N. Hampton, N. H.,	18.100	–	–	–	1.150	–	19.250
Portsmouth & Dover,	Portsmouth, N. H.,	Dover, N. H.,	10.880	–	–	–	3.190	–	14.070
Salisbury,	Salisbury,	Amesbury,	3.790	3.790	–	–	2.440	2.440	6.230
Saugus,	Everett,	West Lynn,	9.550	9.550	9.550	9.550	5.350	5.350	24.450
Somersworth,	Rollinsford, N. H.,	Somersworth, N. H.,	2.750	–	–	–	1.850	–	4.600
South Reading,	Peabody,	Wakefield Jct.,	8.120	8.120	–	–	2.160	2.160	10.280
Swampscott,	Swampscott,	Marblehead,	3.960	3.960	.520	.520	1.300	1.300	5.780
Union,	Portland, Me.,	Portland, Me.,	1.120	–	–	–	–	–	1.120
West Amesbury,	Merrimac,	Newton Jct., N. H.,	4.450	2.130	–	–	.620	.420	5.070
Wolfborough,	Sanbornville, N. H.,	Wolfboro', N. H.,	12.030	–	–	–	1.250	–	13.280
Connection Lowell & Lawrence with Lowell & Andover R.R.,	Lowell,	Lowell,	.250[2]	.250[2]	.370	.370	–	–	.620
Boston & Lowell,	Boston,	Lowell,	26.270	26.270	26.270	26.270	69.740	64.380	122.280
Bedford & Billerica,	Bedford,	Billerica,	7.630	7.630	–	–	.800	.800	8.430
Lawrence,	Wilmington,	Wilmington Jct.,	3.210	3.210	–	–	1.900	1.900	5.110
Lexington,	Somerville,	Lexington,	8.110	8.110	8.110	8.110	3.840	3.840	20.060
Lowell & Lawrence,	Lowell,	Lawrence,	12.420	12.420	–	–	6.730	6.730	19.150
Middlesex Central,	Lexington,	Concord,	11.080	11.080	–	–	3.770	3.770	14.850
Mystic,	Somerville,	Mystic Wharves,	2.250	2.250	.850	.850	33.880	33.880	36.980
Salem & Lowell,	Peabody,	Tewksbury Jct.,	16.800	16.800	–	–	7.740	7.740	24.540

Stoneham,	Montvale Jct.,	Stoneham,	2.500	2.500	–	–	1.520	1.520	4.020
Woburn,	Winchester,	No. Woburn Jct.,	6.200	6.200	6.200	6.200	3.230	3.230	15.630
Concord & Montreal,	Nashua, N. H.,	Groveton, N. H.,	181.070	–	36.620[3]	–	115.740	–	333.430
Concord & Manchester,[1]	Concord, N. H.,	Manchester and Pennacook, N. H.,	27.880	–	–	–	2.340	–	30.220
Franklin & Tilton,	Franklin, N. H.,	Tilton, N. H.,	4.950	–	–	–	3.370	–	8.320
Hooksett,	Hooksett, N. H.,	Bow Jct., N. H.,	7.590	–	–	–	3.530	–	11.120
Lake Shore,	Lakeport, N. H.,	Alton Bay, N. H.,	17.280	–	–	–	2.220	–	19.500
Manchester & No. Weare,	Manchester, N. H.,	Henniker, N. H.,	24.500	–	–	–	8.670	–	33.170
Mount Washington,	Wing Road, N. H.,	Mt. Wash'ton, N. H.,	20.170	–	–	–	5.190	–	25.360
New Boston,	Parker's, N. H.,	New Boston, N. H.,	5.190	–	–	–	.810	–	6.000
Profile & Franconia,	Bethlehem J., N. H., / Bethlehem J., N. H.,	Profile House, N. H., / Bethlehem, N. H.,	12.840	–	–	–	1.710	–	14.550
Suncook Valley,	Suncook, N. H.,	Pittsfield, N. H.,	17.410	–	–	–	3.750	–	21.160
Suncook Valley Extension,	Pittsfield, N. H.,	Ctr. Barnst'd, N. H.,	4.460	–	–	–	1.240	–	5.700
Tilton & Belmont,	Belmont J., N. H.,	Belmont, N. H.,	4.170	–	–	–	.650	–	4.820
Whitefield & Jefferson,	Whitefield J., N. H., / Jeff. Mead's, N. H.,	Berlin, N. H., / Jefferson, N. H.,	34.060	–	–	–	14.440	–	48.500
Concord & Portsmouth,	Portsmouth, N. H.,	Manchester, N. H.,	39.870	–	–	–	15.590	–	55.460
Connecticut River,	Springfield,	Keene, N. H.,	74.000	50.080	36.800[4]	36.800[4]	61.050	53.970	171.850
Chicopee Falls,	Chicopee Jct.,	Chicopee Falls,	2.350	2.350	–	–	1.850	1.850	4.200
Connection with Fitchburg Div.,	East Deerfield,	East Deerfield,	1.040	1.040	–	–	.160	.160	1.200
Easthampton,	Mt. Tom Jct.,	Easthampton,	3.500	3.500	–	–	1.390	1.390	4.890
Conn. & Pass. Rivers,	White Riv. Jct., Vt.,	Canada Line,	110.300	–	–	–	42.980	–	153.280
Danvers,	Wakefield Jct.,	Danvers,	9.260	9.260	–	–	2.200	2.200	11.460
Delaware & Hudson,*	Mechanicville, N. Y.,	Crescent, N. Y.,	–	–	6.940	–	–	–	6.940
Fitchburg,	Boston,	Fitchburg,	49.650	49.650	55.570[5]	55.570[6]	87.350	87.350	192.570
	Greenfield,	Rotterdam J., N. Y.,	105.250	44.010	70.600	44.010	95.790	33.840	271.640
	State Line, Vt.,	Troy, N. Y.,	40.300	–	–	–	10.660	–	50.960
	Ashburnham Jct.,	Bellows Falls, Vt.,	53.850	10.760	–	–	25.460	4.100	79.310
Ashburnham,	So. Ashburnham,	Ashburnham,	2.590	2.590	–	–	.520	.520	3.110
Greenville,	Ayer,	Greenville, N. H.,	23.640	14.060	–	–	4.440	2.430	28.080
Ice,	Charlestown,	Charlestown,	.660	.660	.490	.490	–	–	1.150
Marlborough,	South Acton,	Marlborough,	12.350	12.350	–	–	4.020	4.020	16.370
Milford,	Squannacook Jct.,	Milford, N. H.,	21.730	9.560	–	–	4.200	2.150	25.930

[1] Electric street railway.
[2] Total length, .370 mile double track, of which .120 mile of one track is owned by the Lowell & Andover.
[3] Including 1.350 miles of third track.
[4] Including .800 mile of third track.
[5] Including 3.900 miles of third track and 2.020 miles of fourth track.
* Trackage rights.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
Boston & Maine — Con.									
Fitchburg — Con.									
Peterborough,	Winchendon,	Peterboro', N. H.,	15.930	2.250	–	–	2.240	–	18.170
Saratoga,	Saratoga, N. Y., Schuyler Jct., N.Y.,	Schuylerville, N. Y., Schuylerville, N. Y.,	25.820	–	–	–	4.500	–	30.320
Watertown,	West Cambridge,	Waltham,	6.630	6.630	6.480	6.480	4.880	4.880	17.990
Worcester,	Worcester,	Winchendon,	35.740	35.740	–	–	14.190	14.190	49.930
Grand Trunk,*	Lenoxville, P. Q.,	Sherbrook, P. Q.,	2.950	–	–	–	–	–	2.950
Horn Pond Branch,	Woburn Branch,	Horn Pond,	.663	.663	–	–	.076	.076	.739
Kennebunk & Kennebunkp't,	Kennebunk, Me.,	Kennebunkp't, Me.,	4.500	–	–	–	.920	–	5.420
Lowell & Andover,	Lowell,	Lowell Jct.,	8.850	8.850	7.280	7.280	6.230	6.230	22.360
Manchester & Keene,	Greenfield, N. H.,	Keene, N. H.,	29.590	–	–	–	2.510	–	32.100
Manchester & Lawrence,	State Line, N. H.,	Manchester, N. H.,	22.390	–	–	–	11.260	–	33.650
Manchester & Milford,	Grasmere Jct., N. H.,	East Milford, N. H.,	18.540	–	–	–	1.100	–	19.640
Massawippi Valley,	Canada Line,	Lenoxville, P. Q.,	31.950	–	–	–	7.050	–	39.000
Stanstead,	Stanstead Jct., P. Q.,	Stanstead, P. Q.,	3.510	–	–	–	.960	–	4.470
Nashua, Acton & Boston,	North Acton,	Nashua, N. H.,	20.120	15.140	–	–	4.570	2.180	24.690
Nashua & Lowell,	Lowell,	Nashua, N. H.,	14.500	9.250	14.500	9.250	13.080	8.180	42.080
Newburyport,	Bradford, Georgetown,	Newburyport, Danvers,	26.980	26.980	–	–	5.310	5.310	32.290
N. Y., N. H. & Hartford,*	North Acton,	Concord Jct.,	4.210	4.210	–	–	–	–	4.210
Northern,	Concord, N. H.,	White River J., Vt.,	69.500	–	–	–	24.110	–	93.610
Bristol,	Franklin, N. H.,	Bristol, N. H.,	13.410	–	–	–	1.090	–	14.500
Concord & Claremont,	Concord, N. H., Contoocook, N. H.,	Claremont J., N. H., Hillsboro' B'ge, N. H.,	70.900	–	–	–	12.460	–	83.360
Peterboro' & Hillsboro',	Peterboro', N. H.,	Hillsboro' B'ge, N. H.,	18.510	–	–	–	2.040	–	20.550
Pemigewasset Valley,	Plymouth, N. H., Campton, N. H.,	Lincoln, N. H., Campton Vil., N. H.,	22.930	–	–	–	13.200	–	36.130
Peterborough,	Wilton, N. H.,	Greenfield, N. H.,	10.500	–	–	–	1.630	–	12.130
Stony Brook,	No. Chelmsford,	Ayer Junction,	13.160	13.160	–	–	6.090	6.090	19.250
Troy & Bennington,	Hoosac Jct., N.Y.,	State Line, Vt.,	5.040	–	–	–	1.180	–	6.220
Troy Union,*	Troy, N. Y.,	Troy, N. Y.,	2.130	–	2.130	–	–	–	4.260

Vermont & Massachusetts, .	Fitchburg, . . .	Greenfield, . .	55.780	55.780	55.780	55.780	52.070	52.070	163.630
Turner's Falls, . . .	Turner's Falls Jct.,	Turner's Falls, .	2.800	2.800	–	–	.590	.590	3.390
Wilton, ...	Nashua, N. H., .	Wilton, N. H., .	15.500	–	–	–	5.030	–	20.530
Worc., Nashua & Rochester,	Worcester, . . .	Rochester, N. H., .	94.480	39.460	18.130	18.130	61.290	42.300	173.900
BOSTON & PROVIDENCE. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–		–	–	–
BOSTON, REVERE BEACH & LYNN,[1]	East Boston, . .	Lynn, ...	8.800	8.800	8.800	8.800	3.100	3.100	20.700
Winthrop, ...	Orient Heights, .	Winthrop, . .	4.400	4.400	4.400	4.400	1.000	1.000	9.800
CAPE ANN GRANITE, . . .	Lanesville, . .	Pigeon Cove, . .	1.436	1.436	–	–	.781	.781	2.217
CHATHAM. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
CHESTER & BECKET. (See *Boston & Albany — N. Y. Central & H. R. Lessee.*)	–	–	–	–	–	–	–	–	–
CONNECTICUT RIVER. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
DANVERS. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
FITCHBURG. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
GRAFTON & UPTON, . . .	North Grafton, .	Milford, . . .	16.500	16.500	–	–	3.790	3.790	20.290
Electric Loop, . . .	Brooks St., Upton, .	West Upton, . .	2.620	2.620	–	–	–	–	2.620
HOLYOKE & WESTFIELD. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
HOOSAC TUNNEL & WILMINGTON,[1]	Hoosac Tunnel, .	Wilmington, Vt., .	24.250	8.220	–	–	3.000	1.000	27.250
Hartwellville & Mountain Mills, ...	–	–	.750	–	–	–	–	–	.750
HORN POND BRANCH. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
LOWELL & ANDOVER. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
MILFORD, FRANKLIN & PROV. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
MILFORD & WOONSOCKET. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
NANTUCKET CENTRAL,[1] . .	Nantucket, . .	Siasconset, .	8.500	8.500	–	–	.200	.200	8.700

[1] A narrow-gauge railroad.

* Trackage rights.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
Nashua, Acton & Boston. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Nashua & Lowell. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Newburyport. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
New England. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
New Haven & Northampton. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
New London Northern (operated by the *Central Vt. R.R. Co.*),	New London, Ct.,	Brattleboro', Vt.,	121.000	54.900	–	–	38.700	13.500	159.700
New York, New Haven & Hartford,	W'dlawn J., N. Y.,	Providence, R. I.,	173.770	–	284.410[1]	–	168.810	–	626.990
Berkshire,	New Haven, Ct.,	Springfield,	60.170	5.950	60.170	5.950	92.100	8.550	212.440
Berkshire,	New Haven, Ct.,	Botsford, Ct.,	26.000	–	.830	–	13.230	–	40.060
Bridgeport,	Botsford, Ct.,	Mass. State Line,	59.810	–	–	–	14.600	–	74.410
Brookfield,	Botsford, Ct.,	Bridgeport, Ct.,	15.160	–	–	–	4.680	–	19.840
Colchester,	Brookfield Jct., Ct.,	Danbury, Ct.,	5.360	–	–	–	1.160	–	6.520
Danbury,	Turnerville, Ct.,	Colchester, Ct.,	3.590	–	–	–	1.030	–	4.620
Franklin,	Danbury, Ct.,	South Norwalk, Ct.,	23.590	–	–	–	15.670	–	39.260
Harbor Jct.,	Valley Falls, R. I.,	Mass. State Line,	7.070	–	–	–	.830	–	7.900
Harrisville,	Auburn, R. I.,	Providence, R. I.,	3.580	–	1.660	–	.890	–	6.130
Litchfield,	Woonsocket, R. I.,	Harrisville, R. I.,	9.450	–	–	–	1.130	–	10.586
Meriden,	Bethel, Ct.,	Litchfield, Ct.,	38.230	–	–	–	4.460	–	42.690
Middletown,	Westfield, Ct.,	Waterbury, Ct.,	26.000	–	–	–	5.200	–	31.200
Naugatuck,	Berlin, Ct.,	Middletown, Ct.,	9.700	–	–	–	5.960	–	15.660
New Britain,	Naugatuck Jct., Ct.,	Winsted, Ct.,	56.550	–	13.700	–	35.610	–	105.860
New Canaan,	Berlin, Ct.,	New Britain, Ct.,	3.180	–	3.180	–	9.190	–	15.550
	Stamford, Ct.,	New Canaan, Ct.,	7.660	–	–	–	1.020	–	8.680

Pascoag,	Providence, R. I.,	Douglas Jct.,	27.730	1.630	–	–	5.840	.700	33.570
Pawtuxet Valley,	Auburn, R. I.,	Pontiac, R. I.,	4.690	–	–	–	.390	–	5.080
Ridgefield,	Branchville, Ct.,	Ridgefield, Ct.,	3.970	–	–	–	.590	–	4.560
Rockville,	Vernon, Ct.,	Rockville, Ct.,	4.430	–	–	–	1.250	–	5.680
Stonington Loop,	Stonington, Ct.,	Stonington, Ct.,	.970	–	–	–	–	–	.970
Suffield,	Windsor Locks, Ct.,	Suffield, Ct.,	4.320	–	–	–	1.170	–	5.490
Valley,	Hartford, Ct.,	Fenwick, Ct.,	46.200	–	–	–	10.600	–	56.800
Watertown,	Waterbury, Ct.,	Watertown, Ct.,	4.440	–	–	–	.670	–	5.110
Wilson's Point,	South Norwalk, Ct.,	Wilson's Point, Ct.,	2.690	–	–	–	4.700	–	7.390
Berkshire,	Conn. State Line, Mass.	New York State Line, Mass.,	23.170	23.170	–	–	7.240	7.240	30.410
	Vanduesenville,	Pittsfield,	22.020	22.020	–	–	11.080	11.080	33.100
Boston & Albany,*	Ashland Jct.,	Ashland,	.220	.220	–	–	–	–	.220
Boston & Albany,*	Springfield Jct.,	Springfield,	.590	.590	–	–	–	–	.590
Boston & Albany,*	Worcester Jct.,	Worcester,	.150	.150	.150	.150	–	–	.300
Boston & Maine*,	Shelburne Jct.,	Shelburne Falls,	4.670	4.670	–	–	–	–	4.670
Boston & Maine*,	Lowell Jct.,	Lowell,	.570	.570	–	–	–	–	.570
Boston & Maine*,	Sterling Jct.,	Worcester,	11.940	11.940	11.940	11.940	–	–	23.880
Boston & New York Air Line,	New Haven, Ct.,	Willimantic, Ct.,	52.260	–	5.230	–	16.470	–	73.960
Boston & Providence,	Boston,	Providence, R. I.,	41.890[2]	38.700	67.650[3]	60.160[4]	66.180	49.380	175.720
Connection with New England R.R.,	Readville,	Readville,	1.200	1.200	1.200	1.200	–	–	2.400
Dedham,	Readville,	Dedham,	2.470	2.470	2.470	2.470	14.690	14.690	19.630
India Point,	East Junction,	India Point, R. I.,	8.050	3.490	–	–	7.940	.290	15.990
Stoughton,	Canton Jct.,	Stoughton,	4.050	4.050	4.050	4.050	3.290	3.290	11.390
West Roxbury,	Forest Hills Sta.,	Dedham,	5.370	5.370	5.370	5.370	4.570	4.570	15.310
Boston Terminal,*	Boston Station,	Fort Point Channel,	.420	.420	1.260[5]	1.260[5]	–	–	1.680
Chatham,	Chatham,	Harwich,	7.070	7.070	–	–	.990	.990	8.060
Dutchess County,*	Hopewell J., N. Y.,	Poughkeepsie J., N.Y.,	12.400	–	–	–	–	–	12.400
Harlem River & Port Chester,	Harlem Riv., N. Y.,	New Rochelle, N.Y.,	11.500	–	14.000[6]	–	74.950	–	100.450
Holyoke & Westfield,	Westfield,	Holyoke,	10.320	10.320	–	–	15.530	15.530	25.850
Milford, Franklin & Prov.,	Franklin,	Bellingham,	4.650	4.650	–	–	.420	.420	5.070
Milford & Woonsocket,	Ashland,	Bellingham,	15.130	15.130	–	–	3.330	3.330	18.460
Newburg, Dutch & Conn., *.	Hopewell J., N. Y.,	Wicopee J., N.Y.,	10.950	–	–	–	–	–	10.950

[1] Including 55.320 miles of third track and 55.320 miles of fourth track.

[2] Including only one-half the length of joint tracks between Providence station and Boston switch, so-called, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 4.300 miles of third track; 4.300 miles of fourth track; these distances being the total length.

[3] Including 12.880 miles of third track and 12.880 miles of fourth track.

[4] Including 10.730 miles of third track and 10.730 miles of fourth track.

[5] Including .420 mile of third track and .420 mile of fourth track.

[6] Including 1.250 miles of third track and 1.250 miles of fourth track.

* Trackage rights.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
New York, New Haven & Hartford — Con.									
New England,	Boston,	Hopewell J., N.Y.,	213.560	50.630	149.480	50.630	158.970	71.650	522.010
	Wicopee J., N.Y.,	Fishkill-on-Hudson, N.Y.,	1.800	–	–	–	11.070	–	12.870
Dedham,	Dedham Jct.,	Dedham,	1.530	1.530	–	–	1.080	1.080	2.610
Islington,	Islington,	Dedham,	2.000	2.000	–	–	.110	.110	2.110
Melrose,	Melrose, Ct.,	Rockville, Ct.,	7.220	–	–	–	.400	–	7.620
Providence,	Providence, R. I.,	Willimantic, Ct.,	57.760	–	1.270	–	22.930	–	81.960
South Boston Freight,	South Boston,	South Boston,	1.040	1.040	1.040	1.040	–	–	2.080
Southbridge,	E. Thompson, Ct.,	Southbridge,	17.360	12.010	–	–	3.290	2.780	20.650
Springfield,	E. Hartford, Ct.,	Springfield Jct.,	28.310	8.140	–	–	7.330	4.390	35.640
Woonsocket,	Cook St., Newton,	Woonsocket, R. I.,	28.670	27.600	–	–	7.720	5.590	36.390
New Haven & Northampton,	New Haven, Ct.,	Shelburne Jct.,	94.640	43.380	–	–	52.750	25.130	147.390
New Hartford,	Farmington, Ct.,	No. Hartford, Ct.,	14.090	–	–	–	3.750	–	17.840
Turner's Falls,	South Deerfield,	Turner's Falls,	10.070	10.070	–	–	2.690	2.690	12.760
Williamsburg,	Northampton,	Williamsburg,	7.510	7.510	–	–	2.280	2.280	9.790
New York & Harlem,*	Grand Central Depot, N. Y.,	Woodlawn J., N. Y.,	12.030	–	36.090[1]	–	–	–	48.120
Norwich & Worcester,	Worcester,	Groton Jct., Ct.,	70.970	17.830	–	–	37.160	11.530	108.130
Connection with New London Northern R.R.,	Norwich, Ct.,	Norwich, Ct.,	.630	–	–	–	.270	–	.900
Old Colony,	Boston,	Newport, R. I.,	67.600	51.410	52.610[2]	52.610[2]	65.190	58.370	185.400
	Mayflower Park,	Somerset Jct.,	36.310	36.310	26.920[3]	26.920[3]	32.180	32.180	95.410
	Middleborough,	Provincetown,	85.660	85.660	19.720	19.720	12.780	12.780	118.160
	Raynham,	Whittenton Jct.,	3.380	3.380	3.380	3.380	1.180	1.180	7.940
	Braintree,	Kingston,	32.340	32.340	11.710	11.710	7.250	7.250	51.300
	South Braintree,	Plymouth,	26.040	26.040	10.780	10.780	8.210	8.210	45.030
	Framingham,	Lowell,	26.120	26.120	4.360	4.360	11.330	11.330	41.810
	New Bedford,	Fitchburg,	91.250	91.250	57.070[4]	57.070[4]	67.150	67.150	215.470

Adamsdale,	No. Attleborough,	Adamsdale,	3.860	3.860	–	–	1.640	1.640	5.500
Attleborough,	Attleboro' Br. Jct.,	Attleborough,	8.600	8.600	–	–	3.520	3.520	12.120
Bridgewater,	Whitman,	Bridgewater,	6.120	6.120	–	–	1.270	1.270	7.390
Brockton,	Elmwood,	Westdale,	.750	.750	–	–	–	–	.750
Connection with New England R.R.,	Boston,	Boston,	.230	.230	.230	.230	–	–	.460
Connection with Prov. & Wor. R.R.,	Attleborough,	Attleborough,	.220	.220	–	–	–	–	.220
Dorchester & Milton,	Neponset,	Mattapan,	3.300	3.300	.580[5]	.580[5]	1.450	1.450	5.330
Easton,	Matfield,	Easton,	7.560	7.560	–	–	1.040	1.040	8.600
Extension to Plymouth & Mid. R.R.,	Middleborough,	Middleborough,	.420	.420	–	–	–	–	.420
Fairhaven,	Fairhaven,	Tremont,	15.170	15.170	–	–	1.420	1.420	16.590
Fall River,	Fall River,	New Bedford,	12.250	12.250	–	–	4.260	4.260	16.510
Granite,	Atlantic,	Braintree,	5.410	5.410	–	–	2.880	2.880	8.290
Hanover,	No. Abington,	Hanover,	7.800	7.800	–	–	2.830	2.830	10.630
Hyannis,	Yarmouth,	Hyannis,	5.050	5.050	–	–	2.770	2.770	7.820
Lancaster,	Lancaster Br. Jct.,	Lancaster Mills,	1.630	1.630	–	–	.380	.380	2.010
Marlborough,	Marlborough Jct.,	Marlborough,	1.470	1.470	–	–	1.420	1.420	2.890
Middleboro' & Taunton,	Middleborough,	Taunton Jct.,	8.040	8.040	–	–	1.540	1.540	9.580
Nantasket Beach,	Nantasket Jct.,	Pemberton,	6.950	6.950	6.880	6.880	3.350	3.350	17.180
Prison,	So. Framingham,	Reformatory,	.620	.620	–	–	.540	.540	1.160
Shawmut,	Harrison Square,	Shawmut Jct.,	2.390	2.390	2.390	2.390	.520	.520	5.300
Sterling,	Pratt's Jct.,	Sterling Jct.,	5.030	5.030	–	–	1.520	1.520	6.550
Stoughton,	Stoughton Jct.,	Stoughton,	1.650	1.650	1.650	1.650	.610	.610	3.910
Walpole & Dedham,	Walpole Jct.,	Norwood Jct.,	5.760	5.760	–	–	3.000	3.000	8.760
Warren,	Fall River,	Warren,	7.950	5.820	–	–	1.270	.430	9.220
Whittenton Y.,	Taunton,	Taunton,	.980	.980	–	–	–	–	.980
Wrentham,	Walpole Jct.,	No. Attleborough,	11.880	11.880	–	–	3.950	3.950	15.830
Wrentham,	N. Attleboro' Jct.,	No. Attleborough,	.970	.970	–	–	–	–	.970
Wood's Hole,	Buzzard's Bay,	Wood's Hole,	17.540	17.540	–	–	3.490	3.490	21.030
Pawtuxet Valley,	Pontiac, R. I.,	Hope, R. I.,	5.670	–	–	–	1.450	–	7.120
Plymouth & Middleborough,	Plymouth,	Middleborough,	15.030	15.030	–	–	1.120	1.120	16.150
Prov., Warren & Bristol,	India Point, R. I.,	Bristol, R. I,	14.150	–	7.770	–	9.540	–	31.460
India Point,	India Point, R. I.,	India Point, R. I.,	.750	–	–	–	–	–	.750

[1] Including 12.030 miles of third track and 12.030 miles of fourth track.
[2] Including 2.910 miles of third track and 2.870 miles of fourth track.
[3] Including 2.740 miles of third track and 2.740 miles of fourth track.
[4] Including .910 mile of third track.
[5] Including .280 mile of third track.
* Trackage rights.

Description of Railroads Owned and Operated — Concluded.

RAILROADS AND BRANCHES. (Leased Roads in Roman.) (Branches in Italics.)	1. — Termini.		2. — Length of Line.		3. — Second Track.		4. — Side Track.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
New York, New Haven & Hartford — Con.									
Providence & Worcester, .	Providence, R. I., .	Worcester, . .	40.900[1]	25.500	44.180[2]	24.480	64.440	23.690	149.520
East Providence, . .	Valley Falls, R.I., .	E. Providence, R.I.,	7.000	.500	6.600	.500	8.620	–	22.220
R. I. & Mass. in Mass., . .	Franklin, . . .	State Line, R. I., .	6.520	6.520	–	–	.860	.860	7.380
North Brookfield. (See *Boston & Albany — N. Y. Central & H. R., Lessee.*)	–	–	–	–	–	–	–	–	–
Norwich & Worcester. (See *N. Y., N. H. & Hartford.*)	–	–	–	–	–	–	–	–	–
Old Colony. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
Pittsfield & North Adams. (See *Boston & Albany — N Y. Central & H. R., Lessee.*)	–	–	–	–	–	–	–	–	–
Plymouth & Middleborough, (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
Providence, Webster & Springfield. (See *Boston & Albany — N. Y. Central & H. R., Lessee.*)	–	–	–	–	–	–	–	–	–
Providence & Worcester. (See *N. Y., N. H. & Hartf'd.*)	–	–	–	–	–	–	–	–	–
Rhode Island & Massachusetts. (See *New York, New Haven & Hartford.*)	–	–	–	–	–	–	–	–	–
Stony Brook. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–
Union Freight, ...	Boston, . . .	Boston, . . .	2.431	2.431	.937	.937	1.280	1.280	4.648

VERMONT & MASSACHUSETTS. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–	–
WARE RIVER. (See *Boston & Albany — N. Y. Central & H. R., Lessee.*)	–	–	–	–	–	–	–	–	–	–
WORCESTER, NASHUA & ROCHESTER. (See *Boston & Maine.*)	–	–	–	–	–	–	–	–	–	–
TOTALS, ...	. . . . .	. . . . .	4,931.960	2,128.430	1,706.987	974.817	2,887.817	1,481.757	9,526.764	

[1] Including only one-half the length of joint tracks between Providence station and Boston switch, so-called, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 4.300 miles of third track; 4.300 miles of fourth track; these distances being the total length.

[2] Including 2.150 miles of third track and 2.150 miles of fourth track.

NOTE. — The 1,706.987 miles of second track owned and operated, as given in the above totals, include 116.030 miles of third track and 108.490 miles of fourth track. The 974.817 miles of second track in *Massachusetts* include 41.780 miles of third track and 35.590 miles of fourth track.

OPERATING RAILROADS.	6.—Attleborough Branch.*	7.—Boston & Albany.†	8.—Boston & Maine.	9.—Boston, Revere Beach & Lynn.‡
Assets.				
Construction,	$121,779 19	–	$43,837,275 30	$1,445,927 38
Equipment,	–[1]	–	8,602,430 81	389,434 89
Lands,	–	–	1,361,708 10	85,087 00
Stocks and bonds of other companies,	–	–	10,535,094 76	–
Other permanent property,	–	–	121,521 67	–
Total permanent investments,	121,779 19	–	64,458,030 64	1,920,449 27
Cash and current assets,	6,853 47	–	10,864,970 36	262,978 01
Miscellaneous assets,	–	–	4,653,461 13	42,916 54
Gross Assets,	128,632 66	–	79,976,462 13	2,226,343 82
Liabilities.				
Capital stock, common,	$131,700 00	–	$24,638,070 70	$850,000 00
preferred,	–	–	3,149,800 00	–
Total capital stock,	131,700 00	–	27,787,870 70	850,000 00
Funded debt,	–	–	31,717,688 35[2]	850,000 00
Real estate mortgages,	–	–	594,800 00	–
Current liabilities,	–	–	8,931,260 15	378,831 26
Accrued liabilities,	–	–	3,157,524 44[3]	17,000 00
Total indebtedness,	–	–	44,401,272 94	1,245,831 26
Sinking and other special funds,	–	–	2,358,509 03	68,000 00
Gross Liabilities,	131,700 00	–	74,547,652 67	1,313,831 26
Income.				
Revenue from passengers,	$13,959 59	$4,391,629 80	$13,291,584 36[4]	$729,523 83
from mails,	–	474,757 61	525,343 82	–
from express,	–	387,206 68	1,271,922 21	–
from extra baggage and storage,	–	41,934 04	146,569 61	–
from other passenger service,	–	38,778 65	–	–
Total passenger revenue,	13,959 59	5,334,306 78	15,235,420 00[5]	729,523 83

Revenue from freight,	3,740 50	5,861,137 90	23,354,548 81	–
from other freight service,	–	9,631 39	363,364 44	–
Total freight revenue,	3,740 50	5,870,769 29	23,717,913 25	–
Total passenger and freight revenue,	17,700 09	11,205,076 07	38,953,333 25	729,523 83
Other earnings from operation,	143 00	415,421 04	260,869 61	–
Gross earnings from operation,	17,843 09	11,620,497 11	39,214,202 86	729,523 83
Income from other sources,	–	–	622,085 25	18,086 01
GROSS INCOME,	17,843 09	11,620,497 11	39,836,288 11	747,609 84
EXPENDITURES.				
Operating expenses,	$12,284 69	$7,458,625 33	$29,353,368 57[6]	$649,399 02
Interest on funded and other debts,	–	–	1,474,670 43	50,460 41
Taxes,	2,348 09	1,316,981 41	1,745,490 16	11,732 55
Rentals paid,	–	2,411,587 33	5,074.554 26	–
Other charges upon income,	–	122,500 00	136,285 00	–
Dividends paid,	–	–	1,834,646 00	34,000 00
GROSS EXPENDITURES,	14,632 78	11,309,694 07	39,619,014 42	745,591 98
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	$5,558 40	$4,161,871 78	$9,860,834 29	$80,124 81
Income from other sources,	–	–	622,085 25	18,086 01
Total income above operating expenses,	5,558 40	4,161,871 78	10,482,919 54	98,210 82
Interest, taxes, rentals, and other charges,	2,348 09	3,851,068 74	8,430,999 85	62,192 96
Net divisible income,	3,210 31	310,803 04	2,051,919 69	36,017 86
Amount of dividends declared,	–	–	1,834,646 00	34,000 00
Percentage of dividends declared,	–	–	–[7]	4.0
SURPLUS FOR THE YEAR,	3,210 31	310,803 04	217,273 69	2,017 86

* Operated by electricity.
† Operations of the New York Central & Hudson River, lessee. For financial statement of the Boston & Albany R.R. Co. see column 18.
‡ A narrow-gauge railroad.
[1] Equipment leased.
[2] Includes $11,006,944.44 received on account of bonds to be delivered September 1, 1906.
[3] Including amounts which will be due leased roads on termination of leases, $1,823,079.19.
[4] Includes $203,386.40 from electric street railways.
[5] Includes $205,891.34 from electric street railways.
[6] Includes $213,897.88 for operating electric street railways.
[7] Seven per cent on common and six per cent on preferred capital stock.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	6. — ATTLEBOROUGH BRANCH — Con.	7. — BOSTON & ALBANY — Con.	8. — BOSTON & MAINE — Con.	9. — BOSTON, REVERE BEACH & LYNN — Con.
SURPLUS.				
Surplus June 30, 1905,	$6,277 65*d*	–	$2,494,140 56	$60,494 70
for the year,	3,210 31	–	217,273 69	2,017 86
Additions during the year,	–	–	97,450 00	–
Deductions during the year,	–	–	217,273 69	–
TOTAL SURPLUS JUNE 30, 1906,	3,067 34*d*	–	5,428,809 46[3]	62,512 56
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	282,042	10,959,511	44,597,405[3]	11,914,823
average length of journey,	3.010 miles.	24.113 miles.	17.900 miles.[4]	5.930 miles.
Total passenger mileage,	848,946	264,263,062	739,950,909[4]	70,658,238
Average fare per mile for local tickets,	–	1.537 cents.	1.743 cents.[4]	1.030 miles.
for mileage tickets,	–	2.000 "	–[5]	–
for time and commutation tickets,	–	.883 "	–[6]	–
for interline tickets,	–	1.954 "	1.930 cents.	–
Passengers carried to Boston,	–	3,855,893	10,685,175	4,999,844
from Boston,	–	3,865,059	11,107,111	4,999,844
Tons of freight hauled,	22,258	5,850,785	22,549,467	–
average length of haul,	3.065 miles.	111.180 miles.	89.160 miles.	–
Total freight mileage,	68,217	652,269,923	2,010,500,035	–
Average rate per ton mile, local freight,	–	2.217 cents.	1.875 cents.	–
interline freight,	–	.719 "	.718 "	–
Miles run by passenger trains,	90,912	3,548,197	11,534,018[4]	797,564
by freight trains,	2,013	2,515,500	9,377,689	–
by mixed trains,	–	36,950	150,177	–
Total mileage of trains earning revenue,	92,925	6,100,647	21,061,884	797,564

Miles run by switching trains,	–	23,162	8,024,030	–
by construction and other trains,	–	108,224	1,810,237	5,348
Total train mileage,	92,925	6,232,033	30,896,151	802,912
EQUIPMENT.				
Number of locomotives,	–[1]	292	1,041	17
of passenger and combination cars,	–	281	1,259	90
of dining, parlor and sleeping cars,	–	3	9	–
of baggage, express and mail cars,	–	83	309	–
of other passenger service cars,	–	10	73	–
of freight cars (basis 8 wheels),	–	3,254	17,418	–
of officers' and pay cars,	–	5	9[7]	–
of gravel and other cars,	–	438	788	18
MISCELLANEOUS.				
Whole number of stockholders,	6	–	7,655[8]	210
number in Massachusetts,	1	–	4,884[9]	193
Amount of stock held in Massachusetts,	$100 00	–	$17,297,000 00[10]	$842,700 00
Total miles of road operated,	3.720	392.490	2,287.520[11]	13.200
operated in Massachusetts,	3.720	336.600	786.590	13.200
Highway grade crossings* in Massachusetts,	14	197	752	10
Average number of employees,	18	5,468	24,955	462

[1] Equipment leased.
[2] Including $2,837,218.90 for "premium on common stock sold."
[3] On steam roads, 41,348,226; on electric street railways, 3,249,179.
[4] Does not include electric street railways.
[5] 500 miles, 2¼ cents; 1,000 miles, 2 cents.
[6] Within suburban circuit, 1 to 2 cents; outside suburban circuit, 2 to 2¼ cents.
[7] Including 2 air-brake instruction cars.
[8] Common, 6,912; preferred, 743.
[9] Common, 4,281; preferred, 603.
[10] Common, $14,735,500; preferred, $2,561,500.
[11] Average length of line operated during the year, 2,286.900 miles.
* Including those on leased lines. *d* Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10. — Cape Ann Granite.	11. — Central Vermont.*	12. — Grafton & Upton.	13. — Hoosac Tunnel & Wilmington.†
ASSETS.				
Construction,	$22,381 63	–	$533,917 68	$433,220 95
Equipment,	10,500 00	–	68,082 32	80,562 34
Lands,	–	–	–	–
Stocks and bonds of other companies,	–	–	–	–
Other permanent property,	–	–	–	–
Total permanent investments,	32,881 63	–	602,000 00	513,783 29
Cash and current assets,	–	–	3,243 39	15,540 39
Miscellaneous assets,	–	–	–	10,549 19
GROSS ASSETS,	32,881 63	–	605,243 39	539,872 87
LIABILITIES.				
Capital stock, common,	$20,000 00	–	$250,000 00	$250,000 00
preferred,	–	–	–	–
Total capital stock,	20,000 00	–	250,000 00	250,000 00
Funded debt,	–	–	268,000 00	246,000 00
Real estate mortgages,	–	–	–	–
Current liabilities,	13,215 80	–	84,000 00	2,050 94
Accrued liabilities,	–	–	–	4,100 00
Total indebtedness,	13,215 80	–	352,000 00	252,150 94
Sinking and other special funds,	–	–	–	–
GROSS LIABILITIES,	33,215 80	–	602,000 00	502,150 94
INCOME.				
Revenue from passengers,	–	$192,826 58	$32,231 31	$16,037 26
from mails,	–	20,234 40	1,159 76	1,180 60
from express,	–	21,250 55	3,698 26	2,126 87

from extra baggage and storage,	–	2,287 28	–	–
from other passenger service,	–	–	–	–
Total passenger revenue,	–	236,598 81	37,089 33	19,344 73
Revenue from freight,	$2,032 80	868,127 68	45,059 02	57,601 01
from other freight service,	–	–	–	–
Total freight revenue,	2,032 80	868,127 68	45,059 02	57,601 01
Total passenger and freight revenue,	2,032 80	1,104,726 49	82,148 35	76,945 74
Other earnings from operation,	–	23,364 74	–	–
Gross earnings from operation,	2,032 80	1,128,091 23	82,148 35	76,945 74
Income from other sources,	–	–	–	438 19
GROSS INCOME,	2,032 80	1,128,091 23	82,148 35	77,383 93
EXPENDITURES.				
Operating expenses,	$2,066 33	$1,017,375 59	$58,546 12	$48,351 22
Interest on funded and other debts,	–	–	14,725 00	12,411 68
Taxes,	308 56	49,755 58	535 66	2,249 69
Rentals paid,	–	203,952 51	–	–
Other charges upon income,	–	–	12,875 07	–
Dividends paid,	–	–	–	–
GROSS EXPENDITURES,	2,374 89	1,271,083 68	86,681 85	63,012 59
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	$33 53*d*	$110,715 64	$23,602 23	$28,594 52
Income from other sources,	–	–	–	438 19
Total income above operating expenses,	33 53*d*	110,715 64	23,602 23	29,032 71
Interest, taxes, rentals, and other charges,	308 56	253,708 09	28,135 73	14,661 37
Net divisible income,	342 09*d*	142,992 45*d*	4,533 50*d*	14,371 34
Amount of dividends declared,	–	–	–	–
Percentage of dividends declared,	–	–	–	–
SURPLUS FOR THE YEAR,	342 09*d*	142,992 45*d*	4,533 50*d*	14,371 34

* Operating the New London Northern under lease. † A narrow-gauge railroad. *d* Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10. — Cape Ann Granite — Con.	11. — Central Vermont — Con.	12. — Grafton & Upton — Con.	13. — Hoosac Tunnel & Wilmington — Con.
SURPLUS.				
Surplus June 30, 1905,	$7 92	–	$7,776 89	$23,350 59
for the year,	342 09*d*	–	4,533 50*d*	14,371 34
Additions during the year,	–	–	–	–
Deductions during the year,	–	–	–	–
TOTAL SURPLUS JUNE 30, 1906,	334 17*d*	–	3,243 39	37,721 93
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	–	494,616	323,126	35,481
average length of journey,	–	16.340 miles.	8.000 miles.	13.490 miles.
Total passenger mileage,	–	8,083,402	2,585,008	478,685
Average fare per mile for local tickets,	–	3.000 cents.	0.900 cent.	4.000 cents.
for mileage tickets,	–	2.000 "	–	3.000 "
for time and commutation tickets,	–	1.800 "	–	-
for interline tickets,	–	2.700 "	–	2.200 cents.
Passengers carried to Boston,	–	–	–	–
from Boston,	–	–	–	–
Tons of freight hauled,	13,552	1,306,294	79,112	55,772
average length of haul,	1.436 miles.	46.280 miles.	9.000 miles.	15.400 miles.
Total freight mileage,	19,460	60,448,555	712,008	858,723
Average rate per ton mile, local freight,	–	–	3.59 cents.	–
interline freight,	–	–	2.81 "	–

Miles run by passenger trains,	–	323,598	178,711[1]	31,297
by freight trains,	775	493,301	16,902[2]	7,795
by mixed trains,	–	756	–	7,242
Total mileage of trains earning revenue,	775	817,655	195,613	46,334
Miles run by switching trains,	–	200,243	11,581	–
by construction and other trains,	–	–	299	614
Total train mileage,	775	1,017,898	207,493	46,948
EQUIPMENT.				
Number of locomotives,	1	10	2	6
of passenger and combination cars,	–	13	–[3]	4
of dining, parlor and sleeping cars,	–	–	–	–
of baggage, express and mail cars,	–	2	–	–
of other passenger service cars,	–	6	–	2
of freight cars (basis 8 wheels),	15	134	–	115
of officers' and pay cars,	–	–	–	–
of gravel and other cars,	–	37	1	6
MISCELLANEOUS.				
Whole number of stockholders,	6	–	17	17
number in Massachusetts,	6	–	15	5
Amount of stock held in Massachusetts,	$20,000 00	–	$239,200 00	$800 00
Total miles of road operated,	1.436	121.000	19.120	25.000
operated in Massachusetts,	1.436	54.900	19.120	8.220
Highway grade crossings * in Massachusetts,	2	45	29	–
Average number of employees,	3	744	33	63

* Including those on leased lines. [1] Electric cars. [2] Steam trains. *d* Deficit.

[3] Passenger service performed with electric cars furnished by the Milford & Uxbridge Street Railway Company.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14. — NANTUCKET CENTRAL.*	15. — NEW YORK, NEW HAVEN & HARTFORD.	16. — UNION FREIGHT.
ASSETS.			
Construction,	$35,000 00	$64,510,455 54	$401,069 67
Equipment,		18,927,295 43	12,000 00
Lands,	–	–	–
Stocks and bonds of other companies,	–	59,126,672 33	13,000 00
Other permanent property,	–	9,378,648 00	–
Total permanent investments,	35,000 00	151,943,071 30	426,069 67
Cash and current assets,	–	51,410,938 12	37,571 38
Miscellaneous assets,	–	22,967,795 23	1,027 06
GROSS ASSETS,	35,000 00	226,321,804 65	464,668 11
LIABILITIES.			
Capital stock, common,	$18,000 00	$83,357,100 00	$300,000 00
preferred,	–	–	–
Total capital stock,	18,000 00	83,357,100 00	300,000 00
Funded debt,	17 000 00	92,131,425 00	–
Real estate mortgages,	–	–	88,500 00
Current liabilities,	4,660 00	26,509,548 10	1,566 72
Accrued liabilities,	–	10,293,471 19[1]	–
Total indebtedness,	21,660 00	128,934,444 29	90,066 72
Sinking and other special funds,	–	945,814 69	20,708 02
GROSS LIABILITIES,	39,660 00	213,237,358 98	410,774 74
INCOME.			
Revenue from passengers,	$3,811 05	$21,128,927 90	–
from mails,	92 98	790,880 61	–
from express,	551 15	1,898,281 86	–

from extra baggage and storage,	–	188,419 43	–
from other passenger service,	–	1,245,614 66	–
Total passenger revenue,	4,455 18	25,252,124 46	–
Revenue from freight,	–	26,576,598 20	$99,601 25
from other freight service,	–	670,519 80	–
Total freight revenue,	–	27,247,118 00	99,601 25
Total passenger and freight revenue,	4,455 18	52,499,242 46	99,601 25
Other earnings from operation,	–	485,079 90	546 79
Gross earnings from operation,	4,455 18	52,984,322 36	100,148 04
Income from other sources,	–	2,175,757 35	910 00
GROSS INCOME,	4,455 18	55,160,079 71	101,058 04
EXPENDITURES.			
Operating expenses,	$4,422 35	$35,222,586 53	$56,188 86
Interest on funded and other debts,	1,020 00	3,005,792 89	2,216 65
Taxes,	32 83	2,810,729 09	11,581 58
Rentals paid,	–	3,927,820 43	–
Other charges upon income,	–	3,334,771 54[2]	15,000 00
Dividends paid,	–	6,467,092 00	21,000 00
GROSS EXPENDITURES,	5,475 18	54,768,792 48	105,987 09
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation,	$32 83	$17,761,735 83	$43,959 18
Income from other sources,	–	2,175,757 35	910 00
Total income above operating expenses,	32 83	19,937,493 18	44,869 18
Interest, taxes, rentals, and other charges,	1,052 83	13,079,113 95[2]	28,798 23
Net divisible income,	1,020 00*d*	6,858,379 23	16,070 95
Amount of dividends declared,	–	6,467,092 00	21,000 00
Percentage of dividends declared,	–	8.0[3]	7.0
SURPLUS FOR THE YEAR,	1,020 00*d*	391,287 23	4,929 05*d*

* A narrow-gauge railroad.

[1] Includes $9,378,648 for obligations to leased roads for equipment and personal property.

[2] Includes $3,000,000 for "appropriation for improvements and betterments" and $326,998.18 for "additions to insurance fund."

d Deficit.

[3] On varying amounts.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14. — NANTUCKET CENTRAL — Con.	15. — NEW YORK, NEW HAVEN & HARTFORD — Con.	16. — UNION FREIGHT — Con.
SURPLUS.			
Surplus June 30, 1905,	$3,640 00*d*	$15,118,597 86	$51,332 34
for the year,	1,020 00*d*	391,287 23	4,929 05*d*
Additions during the year,	–	3,376,703 26[1]	7,490 08
Deductions during the year,	–	5,802,142 68[2]	–
TOTAL SURPLUS JUNE 30, 1906,	4,660 00*d*	13,084,445 67	53,893 37
VOLUME OF TRAFFIC, ETC.			
Passengers carried,	11,827	69,219,147	–
average length of journey,	8.500 miles.	18.140 miles.	–
Total passenger mileage,	100,529	1,255,625,792	–
Average fare per mile for local tickets,	4.166 cents.	1.894 cents.	–
for mileage tickets,	–	2.000 "	–
for time and commutation tickets,	–	.541 cent.	–
for interline tickets,	–	1.995 cents.	–
Passengers carried to Boston,	–	11,130,634	–
from Boston,	–	11,220,446	–
Tons of freight hauled,	–	20,259,296	333,105
average length of haul,	–	93.220 miles.	1.375 miles.
Total freight mileage,	–	1,888,605,411	458,019
Average rate per ton mile, local freight,	–	2.678 cents.	21.746 cents.
interline freight,	–	1.021 "	–
Miles run by passenger trains,	6,500	15,316,323	–
by freight trains,	–	7,778,101	29,173
by mixed trains,	–	218,950	–
Total mileage of trains earning revenue,	6,500	23,313,374	29,173

Miles run by switching trains,	–	6,019,547	–
by construction and other trains,	–	721,142	–
Total train mileage,	6,500	30,054,063	29,173
EQUIPMENT.			
Number of locomotives,	1	1,135	4
of passenger and combination cars,	3	1,562	–
of dining, parlor and sleeping cars,	–	195	–
of baggage, express and mail cars,	1	307	–
of freight cars (basis 8 wheels),	3	19,264	–
of officers' and pay cars,	–	13	–
of gravel and other cars,	1	661	–
of other passenger service cars,	–	100	–
MISCELLANEOUS.			
Whole number of stockholders,	5	12,549	3
number in Massachusetts,	5	6,195	3
Amount of stock held in Massachusetts,	$18,000 00	$28,215,400 00	$300,000 00
Total miles of road operated,	8.500	2,056,880	2.431
operated in Massachusetts,	8.500	893.050	2.431
Highway grade crossings* in Massachusetts,	5	814	–
Average number of employees,	16	31,772	45

* Including those on leased lines.

d Deficit.

[1] Premium and profit on sale of stocks and bonds.

[2] Adjustment of accounts,	$162,905 17
Additions to accident and casualty fund,	74,820 77
Improvements and betterments,	1,852,685 31
Additional equipment,	3,711,731 43
	$5,802,142 68

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	17. — BERKSHIRE.[1]†	18. — BOSTON & ALBANY.[2]	19. — BOSTON & LOWELL.[3]	20. — BOSTON & PROVIDENCE.[1]	21. — CHATHAM.[1]
ASSETS.					
Construction,	$1,068,588 68	$28,015,484 61	$12,396,933 93	$5,046,088 30	$98,435 58
Equipment,	–	3,572,400 00	833,583 94	871,234 35	–
Other permanent property,	6,520 00	–	3,279,105 50	429,793 36	1,055 55
Cash and current assets,	21,173 82	8,306,040 55	623,775 30	150,201 31	3,844 33
Other assets and property,	–	1,000,000 00[4]	–	–	–
GROSS ASSETS,	1,096,282 50	40,893,925 16	17,133,398 67	6,497,317 32	103,335 46
LIABILITIES.					
Capital stock,	$1,078,700 00	$25,000,000 00	$6,599,400 00	$4,000,000 00	$68,200 00
Funded debt,	–	8,485,000 00	8,528,000 00	2,170,000 00	14,000 00
Current and accrued liabilities,	16,233 00	92,318 50	360,237 52	243,197 50	140 00
Sinking and other special funds,	–	5,772,738 96	209,697 24	–	–
GROSS LIABILITIES,	1,094,933 00	39,350,057 46	15,697,334 76	6,413,197 50	82,340 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	$65,874 50	$2,597,795 00	$868,043 67	$490,362 75	$5,058 18
Total expenses,	78 00	11,421 69	7,000 00	3,127 75	246 67
Interest on funded and other debts,	–	315,110 00	333,091 67	86,800 00	947 33
Rentals, taxes, etc.,	–	83,763 31	–	–	151 45
Net divisible income,	65,796 50	2,187,500 00	527,952 00	400,435 00	3,712 73
Amount of dividends declared,	64,722 00	2,187,500 00	527,952 00	400,000 00	1,364 00
Percentage of dividends declared,	6.0	8.75	8.0	10.0	2.0
Surplus for the year,	1,076 50	–	–	435 00	2,348 73
Total surplus, June 30, 1906,	1,349 50	1,543,867 70	1,436,063 91[5]	84,119 82	20,995 46[6]

* Leased to and operated by [1]New York, New Haven & Hartford, [2]New York Central & Hudson River, [3]Boston & Maine.

[4] Improvements at East Boston, $700,000; Cunard dock and wharf property, $300,000.

[5] Includes $209,697.24 for "premiums on stock and bonds and miscellaneous account."

[6] Crediting $30.

† A consolidation of the Berkshire, Stockbridge & Pittsfield and West Stockbridge June 5, 1905.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	22. — CHESTER & BECKET.[1]	23. — CONNECTICUT RIVER.[2]	24. — DANVERS.†	25. — FITCHBURG.[2]	26. — HOLYOKE & WESTFIELD.[3]
ASSETS.					
Construction,	$136,893 98	$3,617,162 43	$239,678 15	$40,269,925 64	$460,000 00
Equipment,	–	455,977 66	–	3,828,354 47	–
Other permanent property,	–	1,122,457 50	–	2,552,499 60	–
Cash and current assets,	72 90	185,690 06	–	344,822 48	28,026 46
Other assets and property,	–	–	–	936,034 06	–
GROSS ASSETS,	136,966 88	5,381,287 65	239,678 15	47,931,636 25	488,026 46
LIABILITIES.					
Capital stock,	$50,000 00	$3,110,000 00	$67,500 00	$24,360,000 00[5]	$260,000 00
Funded debt,	50,000 00	2,261,700 00	125,000 00	22,167,000 00	200,000 00
Current and accrued liabilities,	69,801 89	203,173 82	25,000 00	410,844 37	–
Sinking and other special funds,	–	298 67	–	1,044 23	–
GROSS LIABILITIES,	169,801 89	5,575,172 49	217,500 00	46,938,888 60	460,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	$764 65	$373,065 00	–	$1,791,274 30	$48,345 12
Total expenses,	8 50	2,000 00	–	7,374 99	905 50
Interest on funded and other debts,	4,255 68	84,065 00	–	915,995 00	8,000 00
Rentals, taxes, etc.,	–	–	–	–	2,991 84
Net divisible income,	3,499 53*d*	287,000 00	–	867,904 31	36,447 78
Amount of dividends declared,	–	287,000 00	–	868,000 00	36,400 00
Percentage of dividends declared,	–	10.0[4]	–	5.0[6]	14.0
Surplus for the year,	3,499 53*d*	–	–	95 69*d*	47 78
Total surplus, June 30, 1906,	32,835 01*d*	193,884 84*d*	$22,178 15	992,747 65[7, 8]	28,026 46

* Leased to and operated by [1] Boston & Albany (New York Central & Hudson River, lessee), [2] Boston & Maine, [3] New York, New Haven & Hartford.
[4] Ten per cent on $2,630,000 and five per cent on $480,000 capital stock.
[5] Common, $7,000,000; preferred, $17,360,000.
† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.
[6] On preferred stock.
[7] Crediting $95.69 and debiting $17,231.25.
[8] Includes $279,920.98 for "premium on bonds sold" and $1,044.23 "contingent fund."
d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	27. — HORN POND BRANCH.[1]	28. — LOWELL & ANDOVER.[1]	29. — MILFORD, FRANKLIN & PROVIDENCE.[2†]	30. — MILFORD & WOONSOCKET.[2†]	31. — NASHUA, ACTON & BOSTON.[1]
ASSETS.					
Construction,	$15,238 46	$767,050 24	$101,308 23	$173,381 13	$1,057,031 20
Cash and current assets,	–	6,390 22	283 53	1,046 93	6,257 41
GROSS ASSETS,	15,238 46	773,440 46	101,591 76	174,428 06	1,063,288 61
LIABILITIES.					
Capital stock,	$2,000 00	$625,000 00	$100,000 00	$148,600 00	$500,000 00
Funded debt,	–	–	10,000 00	60,000 00	500,000 00
Current and accrued liabilities,	–	–	–	–	709,982 90
GROSS LIABILITIES,	2,000 00	625,000 00	110,000 00	208,600 00	1,709,982 90
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	–[3]	$52,554 35	$600 00	$3,000 00	–
Total expenses,	–	319 00	–	28 57	–
Interest on funded and other debts,	–	–	600 00	3,000 00	–
Rentals, taxes, etc.,	–	18 04	–	–	–
Net divisible income,	–	52,217 31	–	28 57*d*	–
Amount of dividends declared,	–	50,000 00	–	–	–
Percentage of dividends declared,	–	8.0	–	–	–
Surplus for the year,	–	217 31	–	28 57*d*	–
Total surplus, June 30, 1906,	$13,238 46	148,440 46	8,408 24	34,171 94[4]	$646,694 29*d*

* Leased to and operated by [1] Boston & Maine, [2] New York, New Haven & Hartford.

[3] Used only for the transportation of ice; no income reported.

[4] Crediting $925.

d Deficit.

† This road is virtually owned by the New York, New Haven & Hartford, and its earnings and expenses are included in the return of that company.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	32. — NASHUA & LOWELL.[1]	33. — NEWBURYPORT.†	34. — NEW ENGLAND.[2]	35. — NEW HAVEN & NORTHAMPTON.[2]	36. — NEW LONDON NORTHERN.[3]
ASSETS.					
Construction,	$684,242 07	$597,386 32	$42,328,764 75	$6,364,555 57	$3,064,629 47
Equipment,	218,242 95	–	2,416,608 87	750,000 00	248,420 44
Other permanent property,	–	–	–	38,593 75	155,000 00
Cash and current assets,	70,295 17	–	886,344 08	830,159 85	74,251 17
GROSS ASSETS,	972,780 19	597,386 32	45,631,717 70	7,983,309 17	3,542,301 08
LIABILITIES.					
Capital stock,	$800,000 00	$220,340 02	$25,000,000 00[4]	$2,460,000 00	$1,500,000 00
Funded debt,	–	300,000 00	19,000,000 00[5]	2,600,000 00	1,500,000 00
Current and accrued liabilities,	1,041 00	–	582,678 52	632,968 95	11,795 48
Sinking and other special funds,	–	–	–	829,419 14	–
GROSS LIABILITIES,	801,041 00	520,340 02	44,582,678 52	6,522,388 09	3,011,795 48
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	$75,685 82	–	$986,397 85	$223,883 25	$217,006 10
Total expenses,	949 30	–	1,397 85	250 00	6,707 14
Interest on funded and other debts,	–	–	835,000 00	107,000 00	68,420 00
Rentals, taxes, etc.,	–	–	–	15,000 00[7]	3,000 00[9]
Net divisible income,	74,736 52	–	150,000 00	101,633 25	138,878 96
Amount of dividends declared,	72,000 00	–	150,000 00	98,400 00	135,000 00
Percentage of dividends declared,	9.0	–	3.0[6]	4.0	9.0
Surplus for the year,	2,736 52	–	–	3,233 25	3,878 96
Total surplus, June 30, 1906,	171,739 19	$77,046 30	1,049,039 18	1,460,921 08[8]	530,505 60

* Leased to and operated by [1] Boston & Maine, [2] New York, New Haven & Hartford, [3] Central Vermont.

[4] Common, $20,000,000; preferred, $5,000,000.

[5] Including $1,500,000 underlying first mortgage debt of the New York & New England R.R. Co., subject to which the New England holds its title.

[6] On preferred stock.

[7] Contribution to sinking fund.

[8] Debiting $100,430.62.

[9] Interest on West River Railroad Company bonds.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	37.—NORTH BROOKFIELD.[1]	38.—NORWICH & WORCESTER.[2]	39.—OLD COLONY.[2]	40.—PITTSFIELD & NORTH ADAMS.[1]
ASSETS.				
Construction,	$100,000 00	$3,983,816 51	$30,606,168 04	$438,752 57
Equipment,	–	–	3,161,518 83	11,247 43
Other permanent property,	–	678,107 08	3,806,904 15	–
Cash and current assets,	587 36	104,453 32	511,021 59	–
Other assets and property,	–	630,620 32	2,800,000 00	–
GROSS ASSETS,	100,587 36	5,396,997 23	40,885,612 61	450,000 00
LIABILITIES.				
Capital stock,	$100,000 00	$3,006,600 00[3]	$18,380,125 00[4]	$450,000 00
Funded debt,	–	1,200,000 00	15,511,200 00	–
Current and accrued liabilities,	–	79,876 00	754,537 33	–
GROSS LIABILITIES,	100,000 00	4,286,476 00	34,645,862 33	450,000 00
INCOME, EXPENDITURES, ETC.				
Total income from all sources,	$3,012 83	$291,275 65	$1,901,097 47	$22,500 00
Total expenses,	1 75	2,843 28	6,229 47	–
Interest on funded and other debts,	–	48,000 00	635,120 00	–
Rentals, taxes, etc.,	507 03	–	–	–
Net divisible income,	2,504 05	240,432 37	1,259,748 00	22,500 00
Amount of dividends declared,	2,500 00	240,000 00	1,259,748 00	22,500 00
Percentage of dividends declared,	2.5	8.0	7.0	5.0
Surplus for the year,	4 05	432 37	–	–
Total surplus, June 30, 1906,	587 36	1,110,521 23	6,239,750 28[5, 6]	–

* Leased to and operated by [1] Boston & Albany (New York Central & Hudson River, lessee), [2] New York, New Haven & Hartford.

[3] Common, $6,600; preferred, $3,000,000.

[4] Including "common stock liability" of $8,725.

[5] Including $3,620,994.04 for premium received on sale of stock and bonds.

[6] Crediting $2,322,500 for difference in book value of Old Colony Steamboat Co. stock and the bond of New England Navigation Co. received in exchange and debiting $471,070.95 for accounts charged off.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	41. — PLYMOUTH & MIDDLEBOROUGH.[1]	42. — PROVIDENCE, WEBSTER & SPRINGFIELD.[2]	43. — PROVIDENCE & WORCESTER.[1]	44. — RHODE ISLAND & MASSACHUSETTS.†
ASSETS.				
Construction,	$305,000 00	$247,361 12	$4,276,250 00	$112,321 13
Equipment,	–	–	828,887 40	–
Cash and current assets,	–	3,388 35	40,851 63	–
Other assets and property,	–	–	80,747 97	–
GROSS ASSETS,	305,000 00	250,749 47	5,226,737 00	112,321 13
LIABILITIES.				
Capital stock,	$80,000 00	$160,000 00	$3,500,000 00	$100,000 00
Funded debt,	225,000 00	–	1,500,000 00	–
Current and accrued liabilities,	–	59,882 53	–	–
GROSS LIABILITIES,	305,000 00	219,882 53	5,000,000 00	100,000 00
INCOME, EXPENDITURES, ETC.				
Total income from all sources,	–	$7,769 47	$417,350 83	–
Total expenses,	–	236 60	5,659 64	–
Interest on funded and other debts,	–	2,538 23	60,000 00	–
Rentals, taxes, etc.,	–	416 43	–	–
Net divisible income,	–	4,578 21	351,691 19	–
Amount of dividends declared,	–	–	350,000 00	–
Percentage of dividends declared,	–	–	1,691 19	–
Surplus for the year,	–	4,578 21	10.0	–
Total surplus, June 30, 1906,	–	30,866 94	226,737 00	$12,321 13

* Leased to and operated by [1] New York, New Haven & Hartford, [2] Boston & Albany (New York Central & Hudson River, lessee).

† This road is virtually owned by the New York, New Haven & Hartford Railroad Company, and its earnings and expenses are included in the return of that company.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

LEASED RAILROADS.*	45. — STONY BROOK.[1]	46. — VERMONT & MASSACHUSETTS.[1]	47. — WARE RIVER.[2]	48. — WORCESTER, NASHUA & ROCHESTER.[1]
ASSETS.				
Construction,	$276,601 19	$3,480,241 45	$1,115,163 82	$4,138,584 99
Equipment,	21,492 38	261,233 64	–	415,336 03
Other permanent property,	–	2,636,430 91	–	–
Cash and current assets,	891 76	15,138 50	–	80,358 37
GROSS ASSETS,	298,985 33	6,393,044 50	1,115,163 82	4,634,279 39
LIABILITIES.				
Capital stock,	$300,000 00	$3,193,000 00	$750,000 00	$3,099,800 00
Funded debt,	–	772,000 00	–	1,776,000 00
Current and accrued liabilities,	–	15,138 50	365,163 82	31,900 00
GROSS LIABILITIES,	300,000 00	3,980,138 50	1,115,163 82	4,907,700 00
INCOME, EXPENDITURES, ETC.				
Total income from all sources,	$21,500 00	$194,580 00	$52,500 00	$250,504 73
Total expenses,	375 30	3,000 00	–	2,330 29
Interest on funded and other debts,	–	–	–	71,394 17
Net divisible income,	21,124 70	191,580 00	52,500 00	176,780 27
Amount of dividends declared,	21,000 00	191,580 00	52,500 00	176,203 00
Percentage of dividends declared,	7.0	6.0	7.0	5.75[4]
Surplus for the year,	124 70	–	–	577 27
Total surplus, June 30, 1906,	1,014 67*d*	2,412,906 00[3]	–	273,420 61[5] *d*

* Leased to and operated by [1] Boston & Maine, [2] Boston & Albany (New York Central and Hudson River, lessee).

[3] Crediting $61,850.20, betterments to road by Fitchburg Railroad Company.

[4] On 30,644 shares capital stock.

[5] Crediting $4,944.80 premium on bonds sold.

d Deficit.

COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM

Returns of Railroad Corporations.

Comparison of Returns for the Years 1905 and 1906.

MILEAGE, ASSETS, ETC.	1905.	1906.	Increase.	Decrease.
Description of Road Owned.	Miles.	Miles.	Miles.	Miles.
Length of road and branches,	3,787.850[1]	3,950.690[1]	162.840	-
in Massachusetts,	2,105.100	2,105.660	.560	-
Length of second track,*	1,528.287	1,584.857	56.570	-
in Massachusetts,	949.957	961.467	11.510	-
Length of side track,	2,338.347[2]	2,479.887[2]	141.540	-
in Massachusetts,	1,435.087	1,481.757	46.670	-
Total length as single track,	7,654.484[3]	8,015.434[3]	360.950	-
in Massachusetts,	4,490.144	4,548.884	58.740	-
Assets.				
Construction,	$292,366,558 13	$309,558,390 16	$17,191,832 03	-
Equipment,	44,900,313 70	45,981,040 16	1,080,726 46	-
Lands,	1,521,457 48	1,573,443 77	51,986 29	-
Stocks in other companies,	63,763,533 92	63,581,538 65	-	$181,995 27
Bonds of other companies,	14,756,155 97	15,786,076 38	1,029,920 41	-
Other permanent property,	2,368,327 78	11,752,817 20	9,834,489 42	-
Total permanent investments,	419,676,346 98	448,233,306 32	28,556,959 34	-
Cash on hand,	7,851,616 34	22,874,078 48	15,022,462 14	-
Bills receivable,	1,294,673 14	2,011,885 43	717,212 29	-
Other current assets,	27,133,577 13	50,005,950 35	22,872,373 22	-
Total cash and current assets,	36,279,866 61	74,891,914 26	38,612,047 65	-
Materials and supplies,	7,269,311 83	8,009,904 62	740,592 79	-
All other assets,	21,485,155 24	25,111,968 41	3,626,813 17	-
Total miscellaneous assets,	28,754,467 07	33,121,873 03	4,367,405 96	-
Gross Assets,	$484,710,680 66	$556,247,093 61	$71,536,412 95	-
Profit and loss balance (deficit),	1,203,390 92	1,198,491 11	-	$4,899 81
Total as per balance sheet,	$485,914,071 58	$557,445,584 72	$71,531,513 14	-
Liabilities.				
Capital stock, common,	$209,714,085 72	$213,524,135 72	$3,810,050 00	-
preferred,	28,509,800 00	28,509,800 00	-	-
Total capital stock,	238,223,885 72	242,033,935 72	3,810,050 00	-
Funded debt,	159,098,293 91	213,182,068 91	54,083,775 00	-
Real estate mortgages,	683,300 00	683,300 00	-	-
Current liabilities,	38,759,169 25	41,158,344 34	2,399,175 09	-
Accrued liabilities,	4,322,647 50	13,911,481 87	9,588,834 37	-
Total indebtedness,†	202,863,410 66	268,935,195 12	66,071,784 46	-
Gross Liabilities,	$441,087,296 38	$510,969,130 84	$69,881,834 46	-
Profit and loss balance (surplus),	44,826,775 20	46,476,453 88	1,649,678 68	-
Total as per balance sheet,	$485,914,071 58	$557,445,584 72	$71,531,513 14	-
Income.				
From passengers,	$37,599,848 39[4]	$39,799,833 83[6]	$2,199,985 44	-
mails,	1,518,044 58	1,813,640 22	295,595 64	-
express,	3,193,217 16	3,584,938 49	391,721 33	-
extra baggage and storage,	370,923 21	379,210 36	8,287 15	-
other passenger service,	1,669.108 47	1,284,393 31	-	$384,715 16
Total passenger revenue,	44,351,141 81[5]	46,862,016 21[7]	2,510,874 40	-
From freight,	52,304,265 34	56,863,494 61	4,559,229 27	-
other freight service,	1,135,175 04	1,043,515 63	-	91,659 41
Total freight revenue,	53,439,440 38	57,907,010 24	4,467,569 86	-
Other earnings from operation,	1,108,642 69	1,185,425 08	76,782 39	-
Total earnings from operation,	98,899,224 88[5]	105,954,451 53[7]	7,055,226 65	-
Rentals from lease of road,	10,881,486 06	10,755,547 32	-	125,938 74
Income from other sources,	2,062,093 22	3,023,552 01	961,458 79	-
Gross Income,	$111,842,804 16	$119,733,550 86	$7,890,746 70	-

* Including third and fourth main track. † Exclusive of sinking and other special funds.

[1] Includes 18.100 miles electric street railway owned by the Boston & Maine.

[2] Includes 1.150 miles electric street railway owned by the Boston & Maine.

[3] Includes electric street railway owned by the Boston & Maine.

[4] Includes $200,639.27 earnings from passengers on electric street railways operated by the Boston & Maine.

[5] Includes $201,139.56 earnings on electric street railways operated by the Boston & Maine.

[6] Includes $203,386.40 earnings from passengers on electric street railways operated by the Boston & Maine.

[7] Includes $203,891.34 earnings on electric street railways operated by the Boston & Maine.

Comparison of Returns, etc. — Concluded.

EXPENDITURES, ETC.	1905.	1906.	Increase.	Decrease.
Expenditures.				
Operating expenses,	$71,393,485 26[1]	$73,885,984 85[7]	$2,492,499 59	-
Interest on debt and loans,	7,119,751 44	8,140,914 48	1,021,163 04	-
Taxes,	5,355,353 89	5,954,528 24	599,174 35	-
Rentals paid,	11,939,953 04	11,695,914 53	-	$244,038 51
Other charges on income,	354,994 57	3,707,686 21	3,352,691 64	-
Total charges on income,	24,770,052 94	29,499,043 46	4,728,990 52	-
Dividends paid,	15,431,929 50	15,551,107 00	119,177 50	-
Gross Expenditures,	$111,595,467 70	$118,936,135 31	$7,340,667 61	-
Condensed Exhibit for the Year.				
Gross earnings from operation,	$98,899,224 88[2]	$105,954,451 53[2]	$7,055,226 65	-
Operating expenses,	71,393,485 26[2]	73 885,984 85[2]	2,492,499 59	-
Net earnings from operation,	27,505,739 62	32,068,466 68	4,562,727 06	-
Income from all other sources,	12,943,579 28	13,779,099 33	835,520 05	-
Total income above operating expenses,	40,449,318 90	45,847,566 01	5,398,247 11	-
Interest, taxes and other charges,	24,770,052 94	29,499,043 46	4,728,990 52	-
Net divisible income.	15,679,265 96	16,348,522 55	669,256 59	-
Amount of dividends declared,	15,431,929 50	15,551,107 00	119,177 50	-
Surplus for the year,	$247,336 46	$797,415 55	$550,079 09	-
Percentage of dividend earned,	6.58	6.76	0.18	-
of dividend declared,	6.48	6.43	-	0.05
Volume of Traffic.				
Miles run by passenger trains,	31,462,200	31,826,631	364,431	-
by freight trains,	19,225,188	20,221,538	996,350	-
by mixed trains,	391,264	413,577	22,313	-
by other trains,	16,565,460	16,924,573	359,113	-
Total train mileage,	67,644,112	69,386,319	1,742,207	-
Total passengers carried,	127,439,566[3]	137,834,000[8]	10,394,434	-
passenger mileage,	2,205,586,782[4]	2,342,560,774[4]	136,973,992	-
Total tons of freight hauled,	45,874,649	50,464,667	4,590,018	-
freight mileage,	4,234,491,283	4,613,873,938	379,382,655	-
Equipment, etc.				
Locomotives,	2,528	2,509	-	19
Passenger cars,	3,528	3,610	82	-
Baggage and mail cars,	686	702	16	-
Freight cars (basis 8 wheels),	37,009	40,203	3,194	-
All other cars,	1,947	1,976	29	-
Stock held in Massachusetts,	$129,055,425 00	$131,672,118 00	$2,616,693 00	-
Total number of stockholders,	50,691	50,955	264	-
in Massachusetts,	36,201	36,726	525	-
Average number of employees,	61,564	63,575	2,011	-
Total miles of road operated,	4,962.100[5]	4,931.960[5]	-	30.140
in Massachusetts,	2,127.870	2,128.430	560	-
Total miles of track operated,	9,473.624[6]	9,526.764[9]	53.140	-
in Massachusetts,	4,526.264	4,585.004	58.740	-
Highway crossings at grade,*	1,903	1,868	-	35
protected,	1,099	1,100	1	-
unprotected,	804	768	-	36

* In Massachusetts.
[1] Includes $185,592.83 for electric street railways operated by the Boston & Maine.
[2] Includes earnings and expenses of electric street railways operated by the Boston & Maine.
[3] Includes 3,205,299 passengers carried on electric street railways operated by the Boston & Maine.
[4] Does not include mileage of passengers carried on electric street railways operated by the Boston & Maine.
[5] Includes 45.980 miles electric street railway operated by the Boston & Maine.
[6] Includes 49.560 miles electric street railway operated by the Boston & Maine.
[7] Includes $213,897.88 for electric street railways operated by the Boston & Maine.
[8] Includes 3,249,179 passengers carried on electric street railways operated by the Boston & Maine.
[9] Includes 49.470 miles electric street railway operated by the Boston & Maine.

Summary of Returns for the Years 1900 to 1906, inclusive.

MILEAGE, ASSETS, LIABILITIES, ETC.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Railroad Mileage.							
Miles of main and branch line in Massachusetts,	2,108.900	2,107.510	2,106.450	2,110.960	2,108.420	2,105.100	2,105.660
of second track,*	937.407	935.197	939.237	941.937	943.947	949.957	961.467
of side track,	1,370.047	1,373.517	1,391.157	1,416.687	1,437.937	1,435.087	1,481.757
Total track in Massachusetts,	4,416.354	4,416.224	4,436.844	4,469.584	4,490.304	4,490.144	4,548.884
Assets.							
Cost of construction,	$290,000,635 68	$288,850,804 00	$289,699,626 69	$293,236,332 43	$287,892,759 18	$292,366,558 13	$309,558,390 16
of equipment,	28,952,561 26	29,024,463 27	29,057,279 12	32,957,121 82	41,205,887 11	44,900,313 70	45,981,040 16
of other permanent property,	42,055,897 73	45,177,895 27	44,789,943 19	46,087,992 05	63,914,769 57	82,409,475 15	92,693,876 00
Total permanent investments,	361,009,094 67	363,053,162 54	363,546,849 00	372,281,446 30	393,013,415 86	419,676,346 98	448,233,306 32
Cash and current assets,	25,218,566 43	37,413,016 83	35,908,659 11	40,880,067 42	36,191,442 93	36,279,866 61	74,891,914 26
Miscellaneous assets,	18,960,668 59	19,277,341 86	918,842,766 00	19,619,335 55	27,791,257 21	28,754,467 07	33,121,873 03
Gross Assets,	405,188,329 69	419,743,521 23	418,298,274 11	432,780,849 27	456,996,116 00	484,710,680 66	556,247,093 61
Liabilities.							
Capital stock,	$216,213,262 65	$210,305,885 72	$210,726,785 72	$235,834,465 72	$237,423,885 72	$238,223,885 72	$242,033,935 72
Funded debt,	136,024,533 61	148,479,014 96	149,777,541 66	133,435,355 01	152,841,358 41	159,098,293 91	213,182,068 91
Real estate mortgages,	858,300 00	858,300 00	858,300 00	858,300 00	683,300 00	683,300 00	683,300 00
Current and accrued liabilities,	23,912,793 91	25,774,086 24	21,744,041 12	24,149,018 43	25,645,321 15	43,081,816 75	55,069,826 21
Total indebtedness,	160,795,627 52	175,111,401 20	172,379,882 78	158,442,673 44	179,169,979 56	202,863,410 66	268,935,195 12
Gross Liabilities,†	377,008,890 17	385,417,286 92	383,106,668 50	394,277,139 16	416,593,865 28	441,087,296 38	510,969,130 84
Surplus,‡	28,179,439 52	34,326,234 31	35,191,605 61	38,503,710 11	40,402,250 72	43,623,384 28	45,277,962 77
Net debt,	$135,577,061 09	$137,698,384 37	$136,471,223 67	$117,562,606 02	$142,978,536 63	$166,583,544 05	$194,043,280 86
General Exhibit for the Year.							
Total earnings from operation,	$82,191,293 10	$82,385,586 45	$86,920,564 97	$93,325,931 50	$95,280,348 00[1]	$98,899,224 88[1]	$105,954,451 53[1]
Operating expenses,	56,900,642 04	57,293,590 83	61,355,821 10	67,774,863 74	69,145,284 60[1]	71,393,485 26[1]	73,885,984 85[1]
Net earnings from operation,	25,290,651 06	25,091,995 62	25,564,743 87	25,551,067 76	26,135,063 40	27,505,739 62	32,068,466 68
Rentals from lease of road,	6,895,520 93	10,557,324 47	10,674,846 80	10,673,454 99	11,056,595 20	10,881,486 06	10,755,547 32
Income from all other sources,	1,103,821 42	1,364,653 78	1,779,610 40	1,641,616 02	1,754,656 30	2,062,093 22	3,023,552 01
Total income above operating expenses,	33,289,993 41	37,013,973 87	38,019,201 07	37,866,138 77	38,946,314 90	40,449,318 90	45,847,566 01
Interest on debt and loans,	6,196,653 06	6,410,410 63	6,654,454 24	6,533,984 59	6,526,802 91	7,119,751 44	8,140,914 48
Taxes,	5,005,730 17	4,884,370 18	5,056,901 77	5,017,971 42	5,102,355 01	5,355,353 89	5,954,528 24
Rentals paid,	8,270,958 18	11,967,615 91	12,265,186 84	12,287,658 05	12,237,053 59	11,939,953 04	11,695,914 53
Other charges upon income,	150,932 08	221,950 25	224,317 12	247,556 46	258,743 42	354,994 57	3,707,686 21
Total charges upon income,	19,624,273 49	23,484,346 97	24,200,859 97	24,087,170 52	24,124,954 93	24,770,052 94	29,499,043 46
Net divisible income,	13,665,719 92	13,529,626 90	13,818,341 10	13,778,968 25	14,821,359 97	15,679,265 96	16,348,522 55

Amount of dividends declared,	12,498,946 91	13,049,306 39	13,201,263 50	13,495,188 50	14,985,815 50	15,431,929 50	15,551,107 00
Gross income from all sources,	90,190,635 45	94,307,564 70	99,375,022 17	105,641,002 51	108,091,599 50	111,842,804 16	119,733,550 86
Gross expenditures,	89,023,862 44	93,827,244 19	98,757,944 57	105,357,222 76	108,256,055 03	111,595,467 70	118,936,135 31
Surplus for the year,	1,166,773 01	480,320 51	617,077 60	283,779 75	164,455 53*d*	247,336 46	797,415 55
Percentage of dividends earned,	6.32	6.40	6.56	5.97§	6.24	6.58	6.76
of dividends declared,	5.78	6.20	6.26	5.93§	6.31	6.48	6.43
Stock held in Massachusetts,	$124,170,600 00	$119,748,800 00	$119,816,300 00	$122,399,300 00	$128,102,900 00	$129,055,425 00	$131,672,118 00
Total number of stockholders,	49,672	48,431	48,544	49,898	50,827	50,691	50,955
in Massachusetts,	36,388	35,113	35,098	35,913	36,828	36,201	36,726
Volume of Traffic.							
Miles run by passenger trains,	28,121,038	28,415,913	29,536,169	30,817,100	31,791,218	31,462,200	31,826,631
by freight trains,	17,382,575	16,288,353	16,916,440	18,198,160	18,993,842	19,225,188	20,221,538
by mixed trains,	396,926	448,627	460,473	433,236	341,814	391,264	413,577
Total revenue-train mileage,	45,900,539	45,152,893	46,913,082	49,448,496	51,126,874	51,078,652	52,461,746
Miles run by other trains,	13,151,881	15,888,988	17,032,739	18,031,805	17,874,984	16,565,460	16,924,573
Total train mileage,	59,052,420	61,041,881	63,945,821	67,480,301	69,001,858[2]	67,644,112[2]	69,386,319[2]
Passengers carried,	108,768,303	108,758,528	115,645,897	123,162,793	124,483,665[3]	127,439,566[4]	137,834,000[5]
Average length of journey (miles),	17.08	17.09	17.14	17.16	17.49[2]	17.75[2]	17.41[2]
Total passenger mileage,	1,858,253,279	1,859,200,923	1,982,170,406	2,112,874,995	2,133,524,260[2]	2,205,586,782[2]	2,342,560,774[2]
Average fare per mile (cents),	1.75	1.75	1.73	1.73	1.72[2]	1.70[2]	1.70[2]
Passengers to and from Boston,	52,334,148	51,669,032	53,502,206	55,236,722	56,415,252	57,813,055	61,864,006
Tons of freight hauled,	40,316,711	39,463,814	41,440,170	43,992,978	43,727,514	45,874,649	50,464,667
Average length of haul (miles),	85.81	89.07	86.70	89.31	90.22	92.31	91.43
Total freight mileage,	3,459,439,263	3,515,066,493	3,592,963,862	3,928,993,919	3,945,026,293	4,234,491,283	4,613,873,938
Average rate per ton mile (cents),	1.22	1.20	1.24	1.23	1.27	1.14	1.23
Equipment.							
Number of employees,	53,045	53,564	56,388	58,888	60,156	61,564	63,575
of locomotives,	2,102	2,169	2,202	2,277	2,390	2,528	2,509
of passenger cars,	3,161	3,255	3,263	3,338	3,508	3,528	3,610
of baggage, express and mail cars,	610	566	627	650	654	686	702
of freight cars (basis 8 wheels),	34,292	33,801	33,452	34,825	37,938	37,009	40,203
of all other cars,	1,980	1,850	1,801	1,865	1,887	1,947	1,976

* Including third and fourth main track.
† Exclusive of sinking and other special funds.
‡ Includes sinking and other special funds and premium on sales of stock and bonds.
§ Not including instalments on common stock to be issued.
[1] Includes electric street railways operated by the Boston & Maine.
[2] Does not include electric street railways operated by the Boston & Maine.
[3] Includes 2,567,868 passengers carried on electric street railways operated by the Boston & Maine.
[4] Includes 3,205,299 passengers carried on electric street railways operated by the Boston & Maine.
[5] Includes 3,249,179 passengers carried on electric street railways operated by the Boston & Maine.
d Deficit.

TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year ending September 30, 1906.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

	RAILWAY COMPANIES.	ASSETS SEPTEMBER 30, 1906.						
		1. — Construction.	2. — Equipment.	3. — Land and Buildings.	4. — Other Permanent Property.	5. — Cash and Current Assets.	6. — Miscellaneous Assets.	7. — Gross Assets.
1	Amesbury & Hampton,	$157,258 78	$30,597 61	$53,071 41	–	$42,425 38	–	$283,353 18
	Amesbury & Hampton (lessee), [1]	–	–	–	–	–	–	–
2	Amherst & Sunderland,	146,033 21	43,470 80	39,124 45	–	2,604 44	$4,615 39	235,848 29
3	Athol & Orange,	93,914 03	37,522 58	8,000 00	$17,000 00	8,674 46	750 00	165,861 07
4	Berkshire,	2,009,227 31	449,829 78	685,028 63	58,693 63	130,229 44	35,538 50	3,368,547 29
5	Blue Hill,	403,788 55	134,820 31	111,829 33	–	12,463 29	13,012 32	675,913 80
6	Boston & Chelsea,	121,000 00	–	–	–	–	–	121,000 00
7	Boston Elevated,	10,643,197 09	1,809,361 31	5,937,603 53	405,424 56	7,300,580 31	2,991,056 16	29,087,222 96
8	Boston & Northern,	13,410,982 68	5,053,764 91	4,147,349 10	187,211 56	765,484 45	600,296 18	24,165,088 88
9	Boston & Revere Electric,	73,815 23	9,919 79	4,701 80	–	200 00	–	88,636 82
10	Boston & Worcester,	2,568,826 17	612,092 15	838,871 46	–	74,005 27	38,631 76	4,132,426 81
11	Bristol & Norfolk,	140,984 49	7,038 81	6,997 04	2,349 92	2,198 87	–	159,569 13
12	Brockton & Plymouth,	385,265 81	102,778 87	225,667 35	26,000 00	27,819 96	7,454 12	774,986 11
13	Citizens' Electric,	323,635 33	97,630 04	98,283 77	–	11,454 50	10,049 31	541,052 95
14	Connecticut Valley,	839,640 10	161,336 14	141,507 49	–	16,270 01	14,987 87	1,173,741 61
15	Concord, Maynard & Hudson,	222,491 16	90,862 62	108,439 34	–	16,681 73	9,006 17	447,481 02
16	Conway Electric,	74,758 72	10,996 79	9,457 21	82,554 22	2,077 25	–	179,844 19
17	Cottage City & Edgartown Traction,	45,424 13	10,751 09	4,745 60	–	1,941 57	383 01	63,245 40
18	Dartmouth & Westport,	319,651 38	109,770 77	1,837 97	22,282 76	67,798 26	1,003 75	522,344 89
19	Dedham & Franklin,	117,583 95	21,019 31	36,246 74	–	2,573 50	1,367 10	178,790 60
20	East Middlesex,	344,518 03	102,105 79	58,662 11	–	2,276 38	222 00	507,784 31
21	East Taunton,	148,299 57	22,860 80	6,251 02	–	2,148 42	–	179,559 81
22	Fitchburg & Leominster,	808,924 05	204,224 55	189,408 84	96,865 08	7,721 06	45,303 08	1,352,446 66
23	Gardner, Westminster & Fitchburg,	238,061 52	59,830 01	74,064 02	22,907 94	8,927 58	8,519 58	412,310 65
24	Georgetown, Rowley & Ipswich,*[2]	364,385 37	86,854 62	89,686 27	–	7,252 10	6,396 57	554,574 93
25	Hampshire,	60,058 38	–	–	–	5,502 16	–	65,560 54

26	Hartford & Worcester,[3]	158,000 00	–	–	–	–	–	158,000 00
27	Haverhill & Amesbury,	677,607 84	141,874 10	56,801 45	–	6,335 24	4,985 91	887,604 54
28	Haverhill & Plaistow,	67,925 26	–	–	–	10,032 91	–	77,958 17
29	Haverhill & Southern New Hampshire,	164,735 98	59,860 08	–	–	138,351 43	11,871 26	374,818 75
30	Holyoke,	785,171 29	304,854 05	374,157 43	26,000 00	50,601 66	12,655 04	1,553,439 47
31	Hoosac Valley,*[4]	627,185 28	148,548 96	208,835 34	23,618 28	11,499 39	9,904 78	1,029,592 03
32	Interstate Consolidated,	277,617 55	1,218 92	46,065 80	–	76,245 25	–	401,147 52
33	Lawrence & Methuen,	288,642 15	64,036 05	–	–	13,124 28	–	365,802 48
34	Lexington & Boston,	661,639 85	305,773 61	235,293 63	–	17,448 22	8,198 52	1,228,353 83
35	Linwood,	5,671 94	14,441 59	–	–	2,646 28	269 17	23,028 98
36	Lowell, Acton & Maynard,	48,429 00	–	–	–	1,000 32	5,100 00	54,529 32
37	Lowell & Fitchburg,	444,018 40	47,877 56	50,626 47	–	6,927 08	427 61	549,877 12
38	Lowell & Pelham,	55,292 74	41,801 05	–	–	1,987 91	–	99,081 70
39	Lowell & Woburn,*[2]	103,162 84	28,707 91	10,892 60	–	15,996 89	–	158,760 24
40	Marlborough & Westborough,	215,412 94	63,527 69	84,698 62	15,648 71	7,243 14	2,174 99	388,706 09
41	Martha's Vineyard,	8,000 00	–	–	–	–	–	8,000 00
42	Medfield & Medway,	215,538 67	21,483 03	1,352 39	–	622 51	–	238,996 60
43	Milford, Attleborough & Woonsocket,	387,659 75	91,400 46	87,337 81	31,414 86	37,879 75	–	635,692 63
44	Milford & Uxbridge,	602,448 79	205,885 15	225,434 43	28,479 74	8,558 67	18,290 44	1,089,097 22
45	Mount Tom,	58,216 46	4,900 00	35,883 54	–	1,845 18	–	100,845 18
46	Nahant & Lynn,	165,536 89	45,081 52	19,401 67	4,000 13	17,388 56	–	251,408 77
47	Natick & Cochituate,	160,923 73	127,056 91	32,079 12	–	1,206 85	10 60	321,277 21
48	New Bedford & Onset,	150,000 00[5] 572,068 41	107,053 86	196,981 49	60,426 90	7,440 13	3,006 28	150,000 00 946,977 07
49	Newton,	994,897 89	542,197 94	272,698 37	–	28,606 28	35,541 25	1,873,941 73
50	Newton & Boston,	215,883 27	127,121 78	198,250 43	–	9,307 42	1,845 84	552,408 74

[1] Exeter, Hampton & Amesbury of New Hampshire.
[2] Consolidated with the Boston & Northern, Sept. 28, 1906.
[3] Railway under construction.
[4] Consolidated with the Berkshire June 30, 1906.
[5] Property covered by a mortgage given by the Middleboro', Wareham & Buzzards Bay but not assumed by the New Bedford & Onset in the consolidation.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Assets September 30, 1906 — Concluded.						
		1. — Construction.	2. — Equipment.	3. — Land and Buildings.	4. — Other Permanent Property.	5. — Cash and Current Assets.	6. — Miscellaneous Assets.	7. — Gross Assets.
51	Newtonville & Watertown,	$108,564 94	–	–	–	$3,459 34	–	$112,024 28
52	Norfolk & Bristol,	271,383 65	$67,069 55	$80,896 61	$8,733 44	453 32	$2,358 50	430,895 07
53	Northampton,	393,538 06	172,768 43	159,027 19	2,010 76	12,189 24	9,222 64	748,756 32
54	North End,	100,480 28	51,355 04	13,674 76	–	671 02	–	166,181 10
55	Norton & Taunton,	481,363 83	73,986 33	79,553 94	–	783 79	10,208 77	645,896 66
56	Norwood, Canton & Sharon,	130,462 04	23,917 52	8,453 95	–	3,812 36	596 16	167,242 03
57	Old Colony,	9,566,980 21	2,796,706 06	3,476,133 38	236,405 16	708,314 54	508,932 36	17,293,471 71
58	Pittsfield Electric,	382,431 31	97,634 56	96,802 56	–	4,334 61	–	581,203 04
59	Plymouth, Carver & Wareham,[1]	12,293 37	–	–	–	34,400 21	–	46,693 58
60	Plymouth & Sandwich,	51,989 82	9,227 17	4,974 64	–	1,831 40	–	68,023 03
61	Providence & Fall River,	252,540 14	96,898 42	31,831 36	–	8,518 98	4,021 08	393,809 98
62	Shelburne Falls & Colrain,	70,754 88	10,686 64	26,538 68	923 06	1,614 93	4,043 60	114,561 79
63	Somerville,	153,000 00	–	–	–	–	–	153,000 00
64	South Middlesex (receiver),[2]	339,856 38	80,648 78	147,016 84	500 00	20,394 76	4,007 74	592,424 50
65	Springfield,	2,069,025 35	661,944 24	1,128,753 71	–	267,903 88	75,206 04	4,202,833 22
66	Springfield & Eastern,	647,709 84	119,137 43	91,557 13	28,614 91	2,576 49	–	889,595 80
67	Taunton & Buzzard's Bay,*[3]	225,993 19	60,605 01	9,020 13	–	–	–	295,618 33
68	Taunton & Pawtucket,	193,453 97	73,706 50	54,161 09	–	6,299 00	3,897 50	331,518 06
69	Templeton,	391,768 98	–	–	–	4,496 21	–	396,265 19
70	Union,	794,780 27	269,640 67	503,925 47	–	35,217 95	51,747 89	1,655,312 25
71	Uxbridge & Blackstone,	202,489 38	27,737 85	16,590 67	–	3,787 42	–	250,605 32
72	Waltham,	192,316 60	11,017 36	–	–	6,500 00	–	209,833 96
73	Hampshire & Worcester (receiver),	–	–	–	–	126 56	–	126 56
	Ware & Brookfield,[4]	148,878 99	32,318 00	51,750 00	–	3,212 02	3,995 02	240,154 03

74	Warren, Brookfield & Spencer,	257,180 79	40,726 32	66,089 22	–	12,419 62	1,396 70	377,812 65
	Webster & Dudley,	137,010 41	12,968 91	8,072 86	–	–	–	158,052 18
75	Webster & Dudley and Worcester & Webster (lessee),	–	–	–	–	–	–	–
76	Westborough & Hopkinton,	84,915 45	82 68	200 00	60 00	838 49	–	86,096 62
77	West End,	11,384,616 62	8,562,434 93	11,429,471 57	276,764 30	69,075 20	1,207,201 98	32,929,564 60
78	Western Massachusetts,	565,105 41	47,447 36	29,641 56	2,294 02	7,775 14	–	652,263 49
79	Winnisimmet,	50,000 00	–	–	–	74 85	50 00	50,124 85
80	Woonsocket (of Rhode Island),	409,672 10	132,536 28	15,596 95	–	5,581 63	–	563,386 96
81	Worcester & Blackstone Valley,	268,433 02	85,427 41	130,150 27	8,078 24	12,697 09	4,492 98	509,279 01
82	Worcester Consolidated,	3,865,178 67	1,515,924 58	1,392,369 14	44,052 89	181,210 16	295,471 33	7,294,206 77
83	Worcester & Holden,	232,631 13	48,254 93	60,452 30	–	10,115 32	4,584 89	356,038 57
84	Worcester & Northern,[1]	11,500 00	–	3,500 00	–	–	–	15,000 00
85	Worcester & Providence,[1]	20,732 68	–	–	–	217 32	–	20,950 00
86	Worcester & Shrewsbury R.R.,	70,803 58	52,710 86	–	–	3 59	–	123,518 03
87	Worcester & Shrewsbury Street Ry.,	11,700 00	8,300 00	–	–	22 05	–	20,022 05
88	Worcester & Southbridge,	871,073 53	201,783 55	340,348 25	8,437 06	35,941 51	10,134 14	1,467,718 04
89	Worcester & Webster,	288,581 08	89,092 04	137,141 77	–	19,131 66	–	533,946 55
90	Woronoco,	222,317 82	88,806 60	74,301 47	17,655 50	4,356 58	8,685 06	416,123 03
	Totals,[5]	$76,786,193 05	$27,062,927 18	$34,363,188 20	$1,721,789 35	$10,447,215 60	$6,096,827 59	$156,478,140 97

[1] Obtained a certificate of incorporation but has not commenced the construction of its railway.

[2] Railway in hands of receiver.

[3] Consolidated with the New Bedford & Onset, approved June, 11, 1906, took effect with respect to obligations assumed and property transferred as of May 16, 1906.

[4] Purchaser of the Hampshire & Worcester at receiver's sale.

[5] Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Liabilities September 30, 1906.						
		8. — Capital Stock.	**9.** — Funded Debt.	**10.** — Real Estate Mortgages.	**11.** — Current Liabilities.	**12.** — Accrued Liabilities.	**13.** — Sinking and other Special Funds.	**14.** — Gross Liabilities.
1	Amesbury & Hampton,	$100,000 00	$100,000 00	–	$72,400 00	$820 00	$3,050 00	$276,270 00
	Amesbury & Hampton (lessee),[1]	–	–	–	–	–	–	–
2	Amherst & Sunderland,	120,000 00	117,000 00	–	5,475 72	2,023 65	–	244,499 37
3	Athol & Orange,	74,500 00	60,000 00	–	–	750 00	1,500 00	136,750 00
4	Berkshire,	1,400,000 00	1,400,000 00	–	447,895 16	30,228 60	8,260 61	3,286,384 37
5	Blue Hill,	300,000 00	250,000 00	–	164,283 04	151 05	–	714,434 09
6	Boston & Chelsea,	121,000 00	–	–	–	–	–	121,000 00
7	Boston Elevated,	13,300,000 00	7,500,000 00	–	1,035,400 28	2,616,167 63	1,908,430 75	26,359,998 66
8	Boston & Northern,	10,743,200 00	10,558,500 00	–	2,253,825 90	406,595 10	74,347 21	24,036,468 21
9	Boston & Revere Electric,	50,000 00	19,000 00	–	31,000 00	–	–	100,000 00
10	Boston & Worcester,	1,725,000 00	1,717,000 00	–	613,243 75	51,055 88	888 25	4,107,187 88
11	Bristol & Norfolk,	100,000 00	70,000 00	–	11,992 84	47 23	–	182,040 07
12	Brockton & Plymouth,	295,000 00	295,000 00	–	145,176 88	6,485 80	1,778 78	743,441 46
13	Citizens' Electric,	240,000 00	210,000 00	–	40,540 06	10,188 33	5,000 00	505,728 39
14	Connecticut Valley,	500,000 00	500,000 00	$2,400 00	142,564 31	–	–	1,144,964 31
15	Concord, Maynard & Hudson,	175,000 00	165,000 00	–	97,571 01	2,062 50	–	439,633 51
16	Conway Electric,	100,000 00	35,000 00	10,000 00	40,806 00	915 40	–	186,721 40
17	Cottage City & Edgartown Traction,	60,000 00	–	–	3,200 00	–	–	63,200 00
18	Dartmouth & Westport,	262,500 00	90,000 00	–	5,514 11	7,289 48	21,383 89	386,687 48
19	Dedham & Franklin,	75,000 00	100,000 00	–	8,549 22	3,424 06	–	186,973 28
20	East Middlesex,	297,700 00	220,000 00	–	280 00	–	–	517,980 00
21	East Taunton,	110,000 00	45,000 00	–	966 00	2,471 61	–	158,437 61
22	Fitchburg & Leominster,	450,000 00	400,000 00	–	478,436 23	4,058 45	–	1,332,494 68
23	Gardner, Westminster & Fitchburg,	185,000 00	150,000 00	–	61,787 67	1,250 00	–	398,037 67
24	Georgetown, Rowley & Ipswich,*[2]	240,000 00	215,000 00	–	99,472 39	3,145 83	4,642 61	562,260 83
25	Hampshire,	60,000 00	–	–	–	–	–	60,000 00

26	Hartford & Worcester,[3] . . .	158,000 00	–	–	–	–	–	158,000 00
27	Haverhill & Amesbury, . . .	150,000 00	490,000 00	–	280,432 80	11,273 81	–	931,706 61
28	Haverhill & Plaistow, . . .	30,000 00	30,000 00	–	4,875 00	–	–	64,875 00
29	Haverhill & Southern New Hampshire,	80,000 00	80,000 00	–	186,470 70	26,099 42	–	372,570 12
30	Holyoke, ...	800,000 00	600,000 00	–	47,633 56	16,057 99	–	1,463,691 55
31	Hoosac Valley,*[4]	400,000 00	400,000 00	–	160,567 26	14,014 78	5,000 00	979,582 04
32	Interstate Consolidated, . . .	275,000 00	–	–	112,976 41	–	–	387,976 41
33	Lawrence & Methuen, . . .	150,000 00	125,000 00	–	81,162 50	838 75	–	357,001 25
34	Lexington & Boston, . . .	525,000 00	350,000 00	–	344,409 88	212 85	–	1,219,622 73
35	Linwood, ...	12,000 00	–	–	4,866 76	218 54	–	17,085 30
36	Lowell, Acton & Maynard, . . .	20,000 00	–	–	34,784 08	–	–	54,784 08
37	Lowell & Fitchburg, ...	200,000 00	200,000 00	–	142,538 68	2,586 49	–	545,125 17
38	Lowell & Pelham, ...	40,000 00	40,000 00	–	28,100 00	295 00	–	108,395 00
39	Lowell & Woburn,*[2] . . .	143,200 00	–	–	10,734 96	–	–	153,934 96
40	Marlborough & Westborough, . .	160,000 00	160,000 00	–	86,162 31	8,324 60	–	414,486 91
41	Martha's Vineyard, ...	8,000 00	–	–	–	–	–	8,000 00
42	Medfield & Medway, ...	100,000 00	100,000 00	–	42,157 95	6,417 08	–	248,575 03
43	Milford, Attleborough & Woonsocket, .	315,000 00	250,000 00	–	34,672 16	–	–	599,672 16
44	Milford & Uxbridge, ...	440,000 00	415,000 00	–	208,657 16	6,412 32	–	1,070,069 48
45	Mount Tom, ...	100,000 00	–	–	–	–	–	100,000 00
46	Nahant & Lynn, ...	100,000 00	75,000 00	–	51,728 77	937 50	–	227,666 27
47	Natick & Cochituate, . . .	100,000 00	–	–	207,118 57	–	–	307,118 57
48	New Bedford & Onset, . . .	550,000 00	150,000 00[5] 280,000 00	–	48,434 19	8,375 70	2,370 98	150,000 00 889,180 87
49	Newton, ...	722,000 00	575,000 00	2,500 00	511,903 91	–	7,500 00	1,818,903 91
50	Newton & Boston, ...	200,000 00	200,000 00	–	361,040 13	–	–	761,040 13

[1] Exeter, Hampton & Amesbury of New Hampshire.

[2] Consolidated with the Boston & Northern Sept. 28, 1906.

[3] Railway under construction.

[4] Consolidated with the Berkshire June 30, 1906.

[5] Middleboro, Wareham & Buzzard's Bay mortgage bonds. This company issued bonds, went into bankruptcy, property bought by New Bedford & Onset subject to but without assuming any indebtedness.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Liabilities September 30, 1906 — Concluded.						
		8. — Capital Stock.	**9.** — Funded Debt.	**10.** — Real Estate Mortgages.	**11.** — Current Liabilities.	**12.** — Accrued Liabilities.	**13.** — Sinking and other Special Funds.	**14.** — Gross Liabilities.
51	Newtonville & Watertown,	$50,000 00	–	–	$59,650 00	–	–	$109,650 00
52	Norfolk & Bristol,	200,000 00	–	–	261,447 37	$39,049 10	–	500,496 47
53	Northampton,	300,000 00	$225,000 00	–	200,000 00	–	–	725,000 00
54	North End,	110,000 00	75,000 00	–	–	–	–	185,000 00
55	Norton & Taunton,	297,000 00	296,000 00	–	82,312 69	–	–	675,312 69
56	Norwood, Canton & Sharon,	62,500 00	–	–	163,465 09	295 38	–	226,260 47
57	Old Colony,	7,512,300 00	7,511,500 00	–	1,915,941 85	226,717 97	$62,075 96	17,228,535 78
58	Pittsfield Electric,	300,000 00	200,000 00	–	7,400 00	5,727 18	14,248 31	527,375 49
59	Plymouth, Carver & Wareham,[1]	45,000 00	–	–	–	70 00	1,623 58	46,693 58
60	Plymouth & Sandwich,	36,800 00	–	–	25,343 92	–	–	62,143 92
61	Providence & Fall River,	165,000 00	165,000 00	–	78,638 07	3,959 43	–	412,597 50
62	Shelburne Falls & Colrain,	50,000 00	50,000 00	–	2,159 00	501 73	–	102,660 73
63	Somerville,	153,000 00	–	–	–	–	–	153,000 00
64	South Middlesex (receiver),[2]	100,000 00	100,000 00	–	392,100 27	–	8,351 50	600,451 77
65	Springfield,	1,958,400 00	1,500,000 00	–	527,467 17	42,755 53	24,194 29	4,052,816 99
66	Springfield & Eastern,	370,000 00	330,000 00	–	174,961 45	–	–	874,961 45
67	Taunton & Buzzard's Bay,*[3]	150,000 00	150,000 00	–	–	–	–	300,000 00
68	Taunton & Pawtucket,	100,000 00	200,000 00	–	31,868 36	2,550 00	–	334,418 36
69	Templeton,	75,000 00	–	–	379,266 87	–	–	454,266 87
70	Union,	900,000 00	400,000 00	–	139,142 32	31,381 00	–	1,470,523 32
71	Uxbridge & Blackstone,	81,000 00	80,000 00	–	78,992 46	1,000 00	–	240,992 46
72	Waltham,	100,000 00	100,000 00	–	10,169 52	–	–	210,169 52
73	Hampshire & Worcester (receiver),	–	–	–	2,000 00	–	–	2,000 00
	Ware & Brookfield,[4]	100,000 00	135,000 00	–	9,417 43	–	–	244,417 43

74	Warren, Brookfield & Spencer,	150,000 00	125,000 00	–	55,038 77	889 59	14,770 00	345,698 36
	Webster & Dudley,	50,000 00	30,000 00	–	–	100,912 26	–	180,912 26
75	Webster & Dudley and Worcester & Webster (lessee),	–	–	–	–	–	–	–
76	Westborough & Hopkinton,	40,000 00	40,000 00	–	9,431 20	833 33	–	90,264 53
77	West End,	16,089,250 00	15,975,000 00	–	4,229 17	–	–	32,068,479 17
78	Western Massachusetts,	300,000 00	200,000 00	–	145,657 69	1,975 49	–	647,633 18
79	Winnisimmet,	50,000 00	–	–	–	–	–	50,000 00
80	Woonsocket (of Rhode Island),	300,000 00	160,000 00	–	151,568 57	2,000 00	–	613,568 57
81	Worcester & Blackstone Valley,	200,000 00	–	–	268,417 72	2,036 18	3,746 86	474,200 76
82	Worcester Consolidated,	3,550,000 00	1,060,000 00	$59,500 00	2,173,299 45	75,859 22	–	6,918,658 67
83	Worcester & Holden,	150,000 00	150,000 00	–	44,186 12	–	–	344,186 12
84	Worcester & Northern,[1]	15,000 00	–	–	–	–	–	15,000 00
85	Worcester & Providence,[1]	20,950 00	–	–	–	–	–	20,950 00
86	Worcester & Shrewsbury R.R.,	36,825 00	22,000 00	–	–	–	–	58,825 00
87	Worcester & Shrewsbury Street Ry.,	20,000 00	–	–	–	–	–	20,000 00
88	Worcester & Southbridge,	700,000 00	700,000 00	–	178,321 96	13,073 88	21,850 21	1,613,246 05
89	Worcester & Webster,	150,000 00	150,000 00	–	–	287,487 47	19,131 66	606,619 13
90	Woronoco,	250,000 00	75,000 00	–	76,020 86	2,879 83	–	403,900 69
	Totals,[5]	$71,216,925 00	$58,176,000 00	$74,400 00	$16,128,949 05	$4,075,989 39	$2,204,502 84	$151,876,766 28

[1] Obtained a certificate of incorporation but has not commenced the construction of its railway.

[2] Railway in hands of receiver.

[3] Consolidated with the New Bedford & Onset, approved June 11, 1906, took effect with respect to obligations assumed and property transferred as of May 16, 1906.

[4] Purchaser of the Hampshire & Worcester at receiver's sale.

[5] Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies—Continued.

	RAILWAY COMPANIES.	Property Accounts: Additions and Deductions during the Year.						
		15.—Additions to Railway.	**16.**—To Equipment.	**17.**—To Land and Buildings.	**18.**—To other Permanent Property.	**19.**—Total Additions.	**20.**—Deductions.	**21.**—Net Additions.
1	Amesbury & Hampton,	–	–	–	–	–	–	–
	Amesbury & Hampton (lessee),	–	–	–	–	–	–	–
2	Amherst & Sunderland,	$1,487 01	$115 59	$25 00	–	$1,627 60	–	$1,627 60
3	Athol & Orange,	–	–	–	–	–	–	–
4	Berkshire,	664,745 21	162,984 02	213,751 52	$23,618 28	1,065,099 03	–	1,065,099 03
5	Blue Hill,	5,512 35	1,127 05	149 49	–	6,788 89	$3,745 72	3,043 17
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	1,611,202 81	7,491 22	457,635 78	16,358 65	2,092,688 46	149,285 99	1,943,402 47
8	Boston & Northern,	1,040,049 69	234,436 18	175,144 81	3,638 04	1,453,268 72	146,812 26	1,306,456 46
9	Boston & Revere Electric,	–	–	–	–	–	200 00	200 00*d*
10	Boston & Worcester,	143,477 42	85,815 18	78,604 13	–	307,896 73	–	307,896 73
11	Bristol & Norfolk,	52 00	2,065 95	250 60	356 98	2,725 53	9,669 41	6,943 88*d*
12	Brockton & Plymouth,	2,229 46	489 19	–	–	2,718 65	–	2,718 65
13	Citizens' Electric,	–	–	–	–	–	–	–
14	Connecticut Valley,	42,592 25	1,186 73	26,816 00	–	70,594 98	849 50	69,745 48
15	Concord, Maynard & Hudson,	1,055 98	4,864 85	–	–	5,920 83	–	5,920 83
16	Conway Electric,	760 54	–	–	–	760 54	–	760 54
17	Cottage City & Edgartown Traction,	–	4,350 00	–	–	4,350 00	300 00	4,050 00
18	Dartmouth & Westport,	48,335 72	23,513 90	262 30	1,916 26	74,028 18	57,044 49	16,983 69
19	Dedham & Franklin,	550 00	–	–	–	550 00	–	550 00
20	East Middlesex,	–	–	–	–	–	–	–
21	East Taunton,	–	1,036 28	–	–	1,036 28	22 00	1,014 28
22	Fitchburg & Leominster,	3,754 94	6,445 50	48,757 35	13,758 01	72,715 80	1,189 71	71,526 09
23	Gardner, Westminster & Fitchburg,	–	–	–	–	–	–	–
24	Georgetown, Rowley & Ipswich,	–	225 40	–	–	225 40	–	225 40
25	Hampshire,	–	–	–	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	9,672 62	–	–	–	9,672 62	–	9,672 62
28	Haverhill & Plaistow,	80 10	–	–	–	80 10	104 31	24 21*d*
29	Haverhill & Southern New Hampshire,	200 54	3,096 85	–	–	3,297 39	–	3,297 39
30	Holyoke,	571 54	16,221 41	392 00	–	17,184 95	53,236 98	36,052 03*d*
31	Hoosac Valley,	13,374 62	–	1,273 50	250 00	14,898 12	–	14,898 12
32	Interstate Consolidated,	75,079 87	–	19,065 80	–	94,145 67	44,243 40	49,902 27
33	Lawrence & Methuen,	260 13	–	–	–	260 13	231 55	28 58
34	Lexington & Boston,	2,161 42	469 40	1,183 05	–	3,813 87	11,341 54	7,527 67*d*
35	Linwood,	–	–	–	–	–	–	–
36	Lowell, Acton & Maynard,	995 19	–	–	–	995 19	–	995 19
37	Lowell & Fitchburg,	293,208 96	47,877 56	32,729 62	–	373,816 14	–	373,816 14
38	Lowell & Pelham,	–	–	–	–	–	152 92	152 92*d*
39	Lowell & Woburn,	27,665 86	7,896 41	–	–	35,562 27	–	35,562 27
40	Marlborough & Westborough,	331 37	1,635 19	137 95	–	2,104 51	–	2,104 51
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	–	163 00	–	–	163 00	–	163 00
43	Milford, Attleborough & Woonsocket,	–	–	–	–	–	–	–
44	Milford & Uxbridge,	110,537 41	11,392 09	921 68	–	122,851 18	–	122,851 18
45	Mount Tom,	–	–	–	–	–	–	–
46	Nahant & Lynn,	28,001 72	19,930 76	8,557 41	3,567 95	60,057 84	1,868 88	58,188 96
47	Natick & Cochituate,	486 54	27,517 65	–	–	28,004 19	80 00	27,924 19
48	New Bedford & Onset,	1,084 50	10,803 44	580 61	60,426 90	72,895 45	–	72,895 45
49	Newton,	44,134 72	13,491 86	19,958 80	–	77,585 38	11,073 06	66,512 32
50	Newton & Boston,	9,135 51	3,183 99	387 95	–	12,707 45	5,093 55	7,613 90
51	Newtonville & Watertown,	–	–	–	–	–	–	–
52	Norfolk & Bristol,	5,637 61	13,552 12	7,482 15	1,251 29	27,923 17	–	27,923 17
53	Northampton,	198 53	3,945 01	707 64	–	4,851 18	–	4,851 18
54	North End,	–	–	–	–	–	–	–
55	Norton & Taunton,	3,807 38	2,112 67	1,294 88	–	7,214 93	–	7,214 93

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Concluded.						
		15. — Additions to Railway.	**16.** — To Equipment.	**17.** — To Land and Buildings.	**18.** — To other Permanent Property.	**19.** — Total Additions.	**20.** — Deductions.	**21.** — Net Additions.
56	Norwood, Canton & Sharon,	–	$2,922 91	$260 74	–	$3,183 65	–	$3,183 65
57	Old Colony,	$458,645 55	265,544 09	160,763 22	$5,423 57	890,376 43	$278,596 66	611,779 77
58	Pittsfield Electric,	21,688 87	–	35,092 83	–	56,781 70	10,000 00	46,781 70
59	Plymouth, Carver & Wareham,	–	–	–	10,006 87	10,006 87	–	10,006 87
60	Plymouth & Sandwich,	–	–	1,600 00	–	1,600 00	–	1,600 00
61	Providence & Fall River,	57 35	1,154 49	–	–	1,211 84	–	1,211 84
62	Shelburne Falls & Colrain,	–	–	525 00	55 00	580 00	–	580 00
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	52,448 48	278 19	2,275 51	–	55,002 18	–	55,002 18
65	Springfield,	74,682 88	10 05	1,500 00	–	76,192 93	330 00	75,862 93
66	Springfield & Eastern,	135,908 41	–	–	–	135,908 41	–	135,908 41
67	Taunton & Buzzard's Bay,	941 31	1,489 61	–	–	2,430 92	17,500 00	15,069 08*d*
68	Taunton & Pawtucket,	327 13	1,320 59	–	–	1,647 72	15,000 00	13,352 28*d*
69	Templeton,	–	–	–	–	–	–	–
70	Union,	1,915 82	2,235 10	22,642 66	–	26,793 58	1,511 60	25,281 98
71	Uxbridge & Blackstone,	2,229 30	24 09	245 60	–	2,498 99	–	2,498 99
72	Waltham,	–	4,517 36	–	–	4,517 36	83,880 43	79,363 07*d*
73	Hampshire & Worcester (receiver),	–	–	–	–	–	–	–
	Ware & Brookfield,	–	–	–	–	–	–	–
74	Warren, Brookfield & Spencer,	1,198 42	–	–	–	1,198 42	–	1,198 42
75	Webster & Dudley,	–	–	307 10	–	307 10	–	307 10
	Webster & Dudley and Worcester & Webster (lessee),	–	–	–	–	–	–	–

76	Westborough & Hopkinton,	–	22 68	–	–	22 68	–	22 68
77	West End,	–	–	–	–	–	–	–
78	Western Massachusetts,	26,912 40	483 52	4,306 66	1,303 24	33,005 82	38 00	32,967 82
79	Winnisimmet,	–	–	–	–	–	–	–
80	Woonsocket (of Rhode Island),	–	–	–	–	–	–	–
81	Worcester & Blackstone Valley,	–	17,209 72	72 49	–	17,282 21	500 00	16,782 21
82	Worcester Consolidated,	253,298 32	107,883 92	108,484 79	–	469,667 03	801 60	468,865 43
83	Worcester & Holden,	300 88	–	606 14	–	907 02	–	907 02
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	–	–	–
88	Worcester & Southbridge,	–	14,183 10	–	–	14,183 10	50 00	14,133 10
89	Worcester & Webster,	1,618 88	65 41	–	–	1,684 29	7,750 00	6,065 71*d*
90	Woronoco,	8,452 65	1,651 43	128 96	2,331 99	12,565 03	–	12,565 03

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Income for the Year ending September 30, 1906.						
		22. — From Passengers.	**23.** — From Mails and Merchandise.	**24.** — From Tolls, Rents, Advertising, etc.	**25.** — Total Earnings from Operation.	**26.** — Rentals from Lease of Railway.	**27.** — Miscellaneous Income.	**28.** — Gross Income.
1	Amesbury & Hampton,[1]	$20,875 37	$657 84	$654 55	$22,187 76	$1,500 00	$253 86	$23,941 62
	Amesbury & Hampton (lessee),[2]	2,396 82	130 00	13 25	2,540 07	–	–	2,540 07
2	Amherst & Sunderland,	33,615 37	4,360 87	340 45	38,316 69	–	45 75	38,362 44
3	Athol & Orange,	44,833 70	–	125 00	44,958 70	–	–	44,958 70
4	Berkshire,	257,889 70	1,124 06	1,421 99	260,435 75	–	6,236 34	266,672 09
5	Blue Hill,	85,863 75	199 00	281 28	86,344 03	–	–	86,344 03
6	Boston & Chelsea,[3]	–	–	–	–	7,260 00	–	7,260 00
7	Boston Elevated,	13,109,316 03	27,735 89	390,133 89	13,527,185 81	–	107,426 68	13,634,612 49
8	Boston & Northern,	4,374,784 93	1,344 31	35,906 32	4,412,035 56	–	14,072 16	4,426,107 72
9	Boston & Revere Electric,[4]	–	–	–	–	2,500 00	–	2,500 00
10	Boston & Worcester,	501,719 22	450 00	5,092 53	507,261 75	–	–	507,261 75
11	Bristol & Norfolk,	11,822 30	60 00	206 75	12,089 05	–	–	12,089 05
12	Brockton & Plymouth,	107,022 67	392 88	426 69	107,842 24	–	6,586 76	114,429 00
13	Citizens' Electric,	103,628 46	885 38	1,143 77	105,657 61	–	–	105,657 61
14	Connecticut Valley,	165,844 49	7,094 81	682 85	173,622 15	–	–	173,622 15
15	Concord, Maynard & Hudson,	57,530 78	480 46	2,119 13	60,130 37	–	–	60,130 37
16	Conway Electric,	2,976 59	6,085 95	930 80	9,993 34	–	–	9,993 34
17	Cottage City & Edgartown Traction,	5,461 35	–	–	5,461 35	–	–	5,461 35
18	Dartmouth & Westport,	152,910 69	21,963 14	330 00	175,203 83	–	–	175,203 83
19	Dedham & Franklin,	24,320 37	199 00	122 30	24,641 67	–	–	24,641 67
20	East Middlesex,[4]	–	–	–	–	30,000 00	44 80	30,044 80
21	East Taunton,	37,141 17	–	162 65	37,303 82	–	–	37,303 82
22	Fitchburg & Leominster,	250,256 42	20 60	720 00	250,997 02	–	28,907 05	279,904 07
23	Gardner, Westminster & Fitchburg,	64,689 20	1,328 84	2,602 86	68,620 90	–	1,116 05	69,736 95
24	Georgetown, Rowley & Ipswich,[5]	70,914 47	200 00	392 81	71,507 28	–	–	71,507 28
25	Hampshire,[6]	–	–	–	–	3,000 00	262 00	3,262 00

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	121,033 81	590 54	1,384 34	123,008 69	–	–	123,008 69
28	Haverhill & Plaistow,	18,623 19	–	99 26	18,722 45	–	119 00	18,841 45
29	Haverhill & Southern New Hampshire,	47,430 10	–	336 83	47,766 93	–	461 03	48,227 96
30	Holyoke,	413,517 30	1,769 18	3,714 30	419,000 78	–	27,920 26	446,921 04
31	Hoosac Valley,[7]	118,523 55	668 30	507 86	119,699 71	–	318 25	120,017 96
32	Interstate Consolidated,	170,152 95	398 90	303 31	170,855 16	–	–	170,855 16
33	Lawrence & Methuen,	76,060 91	–	272 50	76,333 41	–	745 31	77,078 72
34	Lexington & Boston,	152,213 49	–	8,368 55	160,582 04	–	–	160,582 04
35	Linwood,	10,790 80	–	136 00	10,926 80	–	–	10,926 80
36	Lowell, Acton & Maynard,	6,556 21	–	428 00	6,984 21	–	–	6,984 21
37	Lowell & Fitchburg,[8]	17,108 85	–	102 25	17,211 10	–	–	17,211 10
38	Lowell & Pelham,	12,239 13	–	35 67	12,274 80	–	181 49	12,456 29
39	Lowell & Woburn,[9]	12,596 43	–	107 50	12,703 93	–	–	12,703 93
40	Marlborough & Westborough,	27,751 10	–	5,508 21	33,259 31	–	673 97	33,933 28
41	Martha's Vineyard,[10]	–	–	–	–	280 00	–	280 00
42	Medfield & Medway,	25,290 50	–	94 50	25,385 00	–	–	25,385 00
43	Milford, Attleborough & Woonsocket,	89,536 33	554 92	1,251 00	91,342 25	–	–	91,342 25
44	Milford & Uxbridge,	175,375 53	512 20	702 50	176,590 23	–	–	176,590 23
45	Mount Tom,[6]	–	–	–	–	6,000 00	72 40	6,072 40
46	Nahant & Lynn,	50,032 09	–	–	50,032 09	–	–	50,032 09
47	Natick & Cochituate,	98,562 27	250 01	1,681 88	100,494 16	–	–	100,494 16
48	New Bedford & Onset,	80,543 76	7,239 36	8,643 13	96,426 25	–	–	96,426 25
49	Newton,	350,769 44	–	10,827 14	361,596 58	–	–	361,596 58
50	Newton & Boston,	62,353 72	493 44	810 48	63,657 64	–	–	63,657 64

[1] Leased to and operated by the Exeter, Hampton & Amesbury of New Hampshire until December 1, 1905, since which date operated by the company.

[2] Exeter, Hampton & Amesbury of New Hampshire. Operation to December 1, 1905.

[3] Leased to the Boston Elevated and operated by the Boston & Northern.

[4] Leased to and operated by the Boston & Northern.

[5] Operations to September 28, 1906, when consolidated with the Boston & Northern.

[6] Leased to and operated by the Holyoke.

[7] Operations to June 30, 1906, when consolidated with the Berkshire.

[8] Commenced operation May 31, 1906.

[9] Operations from May 10 to September 28, 1906, when consolidated with the Boston & Northern.

[10] Operated by the Cottage City & Edgartown Traction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Income for the Year ending September 30, 1906 — Concluded.						
		22. — From Passengers.	**23.** — From Mails and Merchandise.	**24.** — From Tolls, Rents, Advertising, etc.	**25.** — Total Earnings from Operation.	**26.** — Rentals from Lease of Railway.	**27.** — Miscellaneous Income.	**28.** — Gross Income.
51	Newtonville & Watertown,[1]	–	–	–	–	$8,133 37	–	$8,133 37
52	Norfolk & Bristol,	$67,657 15	$249 00	$229 00	$68,135 15	–	–	68,135 15
53	Northampton,	159,328 49	2,172 72	2,204 29	163,705 50	–	–	163,705 50
54	North End,[2]	–	–	–	–	8,000 00	$9 86	8,009 86
55	Norton & Taunton,	53,908 79	855 12	236 51	55,000 42	–	–	55,000 42
56	Norwood, Canton & Sharon,	10,567 55	–	564 89	11,132 44	–	–	11,132 44
57	Old Colony,	2,605,523 80	10,183 05	50,505 08	2,666,211 93	–	129,277 31	2,795,489 24
58	Pittsfield Electric,	184,912 11	917 30	641 94	186,471 35	–	811 50	187,282 85
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	7,884 23	–	25 00	7,909 23	–	–	7,909 23
61	Providence & Fall River,	51,160 42	7,863 43	2,292 82	61,316 67	–	–	61,316 67
62	Shelburne Falls & Colrain,	8,821 22	7,442 85	1,905 54	18,169 61	–	–	18,169 61
63	Somerville,[3]	–	–	–	–	9,180 00	–	9,180 00
64	South Middlesex (receiver),	85,342 23	200 00	2,747 07	88,289 30	–	–	88,289 30
65	Springfield,	1,202,527 78	7,079 65	15,601 93	1,225,209 36	–	3,818 50	1,229,027 86
66	Springfield & Eastern,[4]	–	–	–	–	31,500 00	–	31,500 00
67	Taunton & Buzzard's Bay,[5]	11,463 25	524 30	702 69	12,690 24	–	–	12,690 24
68	Taunton & Pawtucket,	51,742 85	–	595 03	52,337 88	–	–	52,337 88
69	Templeton,	39,498 64	2,699 86	454 63	42,653 13	–	–	42,653 13
70	Union,	360,354 67	420 17	35,318 15	396,092 99	–	–	396,092 99
71	Uxbridge & Blackstone,	27,927 80	–	100 70	28,028 50	–	–	28,028 50
72	Waltham,[6]	4,897 39	–	5,841 85	10,739 24	–	–	10,739 24
73	Hampshire & Worcester (receiver),[7]	4,457 80	–	24 66	4,482 46	–	–	4,482 46
	Ware & Brookfield,[8]	22,634 21	156 16	351 64	23,142 01	–	–	23,142 01

74	Warren, Brookfield & Spencer,	65,431 49	–	309 96	65,741 45	–	–	65,741 45
75	Webster & Dudley,[9]	–	–	–	–	14,500 00	–	14,500 00
	Webster & Dudley and Worcester & Webster (lessee),[10]	77,884 49	184 04	1,277 43	79,345 96	–	3,047 22	82,393 18
76	Westborough & Hopkinton,	12,465 29	497 28	90 70	13,053 27	–	–	13,053 27
77	West End,[3]	–	–	–	–	1,198,747 50	58 12	1,198,805 62
78	Western Massachusetts,[11]	35,049 10	–	–	35,049 10	–	–	35,049 10
79	Winnisimmet,[12]	–	–	–	–	3,000 00	–	3,000 00
80	Woonsocket (of Rhode Island),	153,106 55	274 08	231 50	153,612 13	–	–	153,612 13
81	Worcester & Blackstone Valley,	75,065 53	–	684 88	75,750 41	–	–	75,750 41
82	Worcester Consolidated,	1,504,341 52	2,000 76	17,622 67	1,523,964 95	–	–	1,523,964 95
83	Worcester & Holden,	42,445 69	693 86	1,714 39	44,853 94	–	–	44,853 94
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,[2]	–	–	–	–	2,650 00	1,100 00	3,750 00
87	Worcester & Shrewsbury Street Ry.,[2]	–	–	–	–	1,000 00	–	1,000 00
88	Worcester & Southbridge,	147,414 15	2,702 43	2,104 21	152,220 79	–	–	152,220 79
89	Worcester & Webster,[13]	–	–	–	–	10,500 00	–	10,500 00
90	Woronoco,	97,116 41	150 00	2,126 00	99,392 41	–	2,238 20	101,630 61
	Totals,	$28,793,805 91	$134,455 94	$635,630 24	$29,563,892 09	$1,337,750 87	$335,803 87	$31,237,446 83

[1] Tracks used by the Newton & Boston.
[2] Leased to and operated by the Worcester Consolidated.
[3] Leased to and operated by the Boston Elevated.
[4] Leased to and operated by the Springfield.
[5] Operations to May 16, 1906. Consolidated with the New Bedford & Onset, approved June 11, 1906, took effect with respect to obligations assumed and property transferred as of May 16, 1906.
[6] Operated by the Newton.
[7] Operations to December 2, 1905.
[8] Operations from December 2, 1905.
[9] Leased to and operated by the Consolidated Railway of Connecticut.
[10] Consolidated Railway of Connecticut.
[11] Commenced operation October 4, 1905.
[12] Leased to and operated by the Boston & Northern.
[13] Leased to the Webster & Dudley and operated by the Consolidated Railway of Connecticut.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Operating Expenses for the Year ending September 30, 1906.						
		29. — Salaries of Officers and Clerks.	**30.** — Office Expenses and Supplies.	**31.** — Legal Expenses.	**32.** — Insurance.	**33.** — Other General Expenses.	**34.** — Repair of Roadbed and Track.	**35.** — Repair of Electric Line Construction.
1	Amesbury & Hampton,	$921 41	$243 46	$82 51	$303 39	$593 04	$3,866 11	$550 13
	Amesbury & Hampton (lessee),	166 62	40 14	13 10	72 59	35 34	219 97	72 19
2	Amherst & Sunderland,	2,353 90	98 29	–	288 80	–	3,179 41	200 35
3	Athol & Orange,	1,896 00	606 52	–	638 85	4,081 43	2,935 82	750 87
4	Berkshire,	6,436 61	952 91	273 66	3,911 91	2,729 75	26,179 82	4,294 94
5	Blue Hill,	5,149 88	354 71	150 00	1,535 20	1,828 92	884 94	1,883 08
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	208,295 24	63,991 43	318,265 30	125,115 70	267,061 46	895,348 27	163,859 13
8	Boston & Northern,	82,060 88	20,538 02	20,437 70	30,298 21	66,028 73	178,900 14	70,410 38
9	Boston & Revere Electric,	–	–	–	–	–	–	–
10	Boston & Worcester,	23,948 04	2,811 52	–	8,400 00	7,979 33	10,793 23	4,507 08
11	Bristol & Norfolk,	1,071 00	540 63	39 82	326 98	–	802 92	63 98
12	Brockton & Plymouth,	8,993 36	370 39	633 20	2,345 60	1,251 85	2,324 98	1,927 89
13	Citizens' Electric,	3,493 72	306 05	–	2,040 00	2,505 44	3,960 61	1,315 97
14	Connecticut Valley,	6,008 16	2,436 99	1,581 14	4,477 12	802 97	5,351 49	993 23
15	Concord, Maynard & Hudson,	1,924 00	59 61	91 00	1,145 79	546 77	1,270 51	901 73
16	Conway Electric,	379 64	550 73	–	–	–	1,191 41	–
17	Cottage City & Edgartown Traction,	–	72 71	–	68 40	–	511 69	84 97
18	Dartmouth & Westport,	4,304 30	116 35	–	1,430 25	662 21	503 79	595 11
19	Dedham & Franklin,	677 86	85 32	–	556 49	628 44	315 47	64 45
20	East Middlesex,	–	–	–	–	–	–	–
21	East Taunton,	700 00	36 70	200 00	338 50	339 02	3,142 81	271 62
22	Fitchburg & Leominster,	9,523 98	3,605 65	8 00	2,011 54	162 70	11,548 57	3,011 94
23	Gardner, Westminster & Fitchburg,	2,656 00	1,245 31	628 00	1,741 20	515 13	3,098 36	525 37
24	Georgetown, Rowley & Ipswich,	723 00	134 17	1,000 00	1,468 98	804 12	5,293 04	1,185 79
25	Hampshire,	–	–	–	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	3,677 07	149 54	–	2,640 00	1,859 54	4,455 47	1,484 78
28	Haverhill & Plaistow,	531 03	139 13	46 33	185 52	265 97	673 46	296 91
29	Haverhill & Southern New Hampshire,	1,796 91	470 28	241 83	662 50	1,454 39	1,556 31	625 34
30	Holyoke,	12,531 41	689 78	–	2,204 25	2,008 09	63,482 89	5,145 42
31	Hoosac Valley,	2,570 01	1,329 81	1,489 69	1,745 29	618 89	6,631 27	1,438 79
32	Interstate Consolidated,	4,233 34	676 38	1,503 64	1,102 75	–	61,165 57	6,663 35
33	Lawrence & Methuen,	2,794 80	731 08	382 72	1,042 40	2,314 27	2,321 51	957 13
34	Lexington & Boston,	7,991 03	4,371 22	947 99	3,179 50	594 21	6,843 57	2,465 89
35	Linwood,	825 00	70 04	–	–	–	–	–
36	Lowell, Acton & Maynard,	–	–	–	–	3 99	250 40	35 60
37	Lowell & Fitchburg,	922 51	150 36	–	212 10	47 06	380 48	189 90
38	Lowell & Pelham,	603 40	157 54	75 95	220 31	518 71	555 18	218 05
39	Lowell & Woburn,	200 00	99 03	277 11	323 36	341 70	135 96	85 00
40	Marlborough & Westborough,	204 00	43 45	1,059 44	1,258 58	487 61	2,905 40	595 91
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	677 86	33 67	–	–	261 86	1,022 91	37 20
43	Milford, Attleborough & Woonsocket,	2,028 00	328 00	214 50	1,800 00	1,979 39	3,209 80	683 58
44	Milford & Uxbridge,	4,981 88	246 60	–	2,820 00	1,554 92	19,887 02	4,362 68
45	Mount Tom,	–	–	–	–	–	–	–
46	Nahant & Lynn,	1,211 60	1,592 66	110 00	910 00	3,735 95	3,515 47	59 72
47	Natick & Cochituate,	5,902 45	1,940 45	758 36	876 45	356 60	2,000 11	2,160 74
48	New Bedford & Onset,	2,041 11	136 53	2 00	1,312 96	225 61	2,335 26	2,161 03
49	Newton,	7,065 63	5,527 49	1,706 24	4,131 27	651 33	11,882 69	3,149 27
50	Newton & Boston,	1,496 28	1,234 39	379 13	1,528 50	237 76	4,438 12	1,706 90
51	Newtonville & Watertown,	–	–	–	–	–	–	–
52	Norfolk & Bristol,	2,790 18	217 89	684 70	907 85	1,199 93	12,428 67	726 24
53	Northampton,	5,075 00	1,508 26	564 10	2,240 43	136 92	13,979 90	3,239 64
54	North End,	–	–	–	–	–	–	–
55	Norton & Taunton,	1,808 90	232 73	451 50	677 91	329 68	2,154 83	1,288 13

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Operating Expenses for the Year ending September 30, 1906 — Continued.						
		29. — Salaries of Officers and Clerks.	**30.** — Office Expenses and Supplies.	**31.** — Legal Expenses.	**32.** — Insurance.	**33.** — Other General Expenses.	**34.** — Repair of Roadbed and Track.	**35.** — Repair of Electric Line Construction.
56	Norwood, Canton & Sharon,	$1,400 00	$146 35	–	–	$133 05	$644 17	$109 25
57	Old Colony,	47,781 28	14,696 35	$11,210 17	$23,143 49	46,211 71	133,973 58	66,883 22
58	Pittsfield Electric,	3,800 00	627 09	559 50	1,228 90	899 94	10,291 69	1,230 81
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	396 00	81 68	–	104 40	–	196 90	4 00
61	Providence & Fall River,	2,317 59	88 52	–	1,590 00	643 91	1,812 94	434 91
62	Shelburne Falls & Colrain,	944 02	207 35	–	435 08	–	2,024 14	46 37
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	8,262 94	3,789 80	–	628 84	537 72	662 05	135 53
65	Springfield,	31,248 49	4,720 60	1,687 50	11,928 44	7,225 97	81,611 45	18,364 49
66	Springfield & Eastern,	–	–	–	–	–	–	–
67	Taunton & Buzzard's Bay,	524 50	543 98	359 82	816 30	113 17	280 89	21 50
68	Taunton & Pawtucket,	686 00	591 13	131 69	1,341 93	297 29	1,818 83	448 60
69	Templeton,	540 00	138 79	173 47	–	279 27	1,971 97	277 47
70	Union,	8,879 91	847 01	30 00	3,717 15	1,772 45	37,364 33	3,102 59
71	Uxbridge & Blackstone,	1,799 92	104 18	50 00	302 75	117 95	643 69	15 55
72	Waltham,	425 00	803 29	–	48 54	–	–	–
73	Hampshire & Worcester (receiver),	265 00	35 35	27 05	94 06	–	426 11	–
	Ware & Brookfield,	350 00	135 39	–	553 95	–	1,053 40	74 81
74	Warren, Brookfield & Spencer,	2,802 00	1,200 73	–	1,080 00	–	4,066 19	572 78
75	Webster & Dudley,	–	–	–	–	–	–	–
	Webster & Dudley and Worcester & Webster (lessee),	2,027 66	500 15	318 88	621 78	967 84	8,109 56	4,988 31

76	Westborough & Hopkinton,	25 00	79 14	62 35	8 77	–	202 82	216 04
77	West End,	–	–	–	–	–	–	–
78	Western Massachusetts,	729 17	35 07	–	91 33	874 23	208 51	49 43
79	Winnisimmet,	–	–	–	–	–	–	–
80	Woonsocket (of Rhode Island),	2,184 00	352 00	1,250 00	1,100 63	7,416 39	20,527 94	3,216 21
81	Worcester & Blackstone Valley,	3,000 59	219 32	221 05	1,022 46	678 14	3,392 39	199 49
82	Worcester Consolidated,	50,274 02	5,299 06	6,192 23	15,438 62	16,434 80	44,853 59	12,734 90
83	Worcester & Holden,	1,232 00	507 02	137 17	1,272 52	–	1,008 99	121 60
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	–	–	–
88	Worcester & Southbridge,	2,727 82	521 58	1,665 42	1,641 07	890 11	7,409 50	1,519 37
89	Worcester & Webster,	–	–	–	–	–	–	–
90	Woronoco,	4,455 03	496 09	6,125 00	1,046 29	431 03	4,257 83	1,218 85
	Totals,	$624,720 94	$158,040 94	$384,499 96	$289,754 73	$465,666 00	$1,758,649 07	$413,233 18

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Operating Expenses for the Year ending September 30, 1906 — Continued.						
		36. — Repair of Buildings.	**37.** — Repair of Cars.	**38.** — Repair of Electric Car Equipment.	**39.** — Repair of Miscellaneous Equipment.	**40.** — Provender and Stabling.	**41.** — Cost of Electric Motive Power.	**42.** — Wages of Employees.
1	Amesbury & Hampton,	$37 10	$1,710 41	–	–	–	$4,614 70	$5,573 72
	Amesbury & Hampton (lessee),	18 15	271 11	–	–	–	824 82	890 74
2	Amherst & Sunderland,	162 63	1,346 63	$685 17	–	–	9,946 48	8,188 50
3	Athol & Orange,	–	1,741 17	3,082 28	–	–	6,051 44	7,563 24
4	Berkshire,	857 81	18,894 50	9,346 94	$1,086 76	$653 93	52,154 72	47,072 52
5	Blue Hill,	511 94	2,687 25	5,033 68	–	–	14,174 33	24,422 42
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	152,027 81	643,505 71	531,121 39	18,036 09	26,762 28	985,479 96	3,866,781 45
8	Boston & Northern,	17,142 31	169,074 58	127,776 86	10,339 62	8,761 88	437,701 83	1,069,455 04
9	Boston & Revere Electric,	–	–	–	–	–	–	–
10	Boston & Worcester,	528 96	26,941 45	22,740 92	–	–	67,783 48	73,517 78
11	Bristol & Norfolk,	–	926 80	578 50	–	–	3,851 87	3,173 10
12	Brockton & Plymouth,	452 69	4,026 74	3,350 21	173 34	87 91	11,689 69	21,495 72
13	Citizens' Electric,	736 18	3,424 58	3,462 74	–	–	18,921 02	17,107 39
14	Connecticut Valley,	178 28	5,516 13	5,999 17	–	–	33,262 41	43,059 38
15	Concord, Maynard & Hudson,	22 56	2,404 79	1,761 28	–	–	13,922 23	10,261 89
16	Conway Electric,	186 41	537 99	350 29	–	–	214 38	3,547 75
17	Cottage City & Edgartown Traction,	–	–	504 22	–	–	1,000 00	1,824 47
18	Dartmouth & Westport,	–	5,233 33	1,498 90	–	–	–	21,042 32
19	Dedham & Franklin,	31 81	1,542 37	930 95	230 76	–	6,957 61	6,589 93
20	East Middlesex,	–	–	–	–	–	–	–
21	East Taunton,	41 11	1,253 86	834 12	–	–	6,058 08	7,595 36
22	Fitchburg & Leominster,	391 06	8,412 71	4,759 51	757 34	1,700 80	30,979 78	53,783 84
23	Gardner, Westminster & Fitchburg,	192 91	1,770 93	1,755 13	–	–	9,148 01	13,575 35
24	Georgetown, Rowley & Ipswich,	72 53	1,836 96	2,462 42	142 09	125 90	15,214 88	16,738 68
25	Hampshire,	–	–	–	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	503 34	4,944 23	6,777 19	–	–	20,343 40	24,696 53
28	Haverhill & Plaistow,	28 53	978 37	–	–	–	2,630 92	3,095 03
29	Haverhill & Southern New Hampshire,	57 85	5,960 01	–	–	–	8,943 48	10,667 11
30	Holyoke,	790 58	19,893 49	18,508 01	497 70	678 05	38,539 44	97,544 38
31	Hoosac Valley,	180 64	3,938 28	4,533 60	33 02	30 77	15,312 35	30,783 16
32	Interstate Consolidated,	1,823 82	–	–	–	–	32,922 74	32,348 11
33	Lawrence & Methuen,	92 62	9,235 03	–	–	–	13,816 59	16,279 79
34	Lexington & Boston,	213 88	7,940 82	4,655 10	796 25	957 10	26,571 03	36,747 97
35	Linwood,	–	138 23	125 89	–	–	1,614 68	3,412 10
36	Lowell, Acton & Maynard,	–	–	–	–	–	1,626 84	2,806 17
37	Lowell & Fitchburg,	4 37	600 29	336 65	47 38	–	4,562 53	2,317 73
38	Lowell & Pelham,	18 99	2,005 21	–	–	–	3,046 06	3,670 69
39	Lowell & Woburn,	60 44	908 32	844 16	2 25	–	2,620 53	3,132 76
40	Marlborough & Westborough,	203 55	1,591 25	1,749 49	64 88	–	3,432 48	8,693 44
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	–	413 26	639 47	–	–	5,491 25	7,582 28
43	Milford, Attleborough & Woonsocket,	1 76	4,437 98	2,307 40	4 33	–	10,057 63	18,718 78
44	Milford & Uxbridge,	479 04	6,224 87	4,444 29	–	–	22,178 97	43,067 64
45	Mount Tom,	–	–	–	–	–	–	–
46	Nahant & Lynn,	13 70	852 77	623 41	–	–	6,202 61	12,693 05
47	Natick & Cochituate,	160 96	4,762 19	1,405 85	423 95	166 46	23,291 32	27,992 28
48	New Bedford & Onset,	943 14	4,190 26	3,379 12	–	–	17,006 66	17,136 08
49	Newton,	1,061 50	9,548 54	6,055 19	844 86	1,874 12	68,049 96	105,516 79
50	Newton & Boston,	392 04	4,684 53	3,324 06	199 16	240 00	4,036 86	23,903 04
51	Newtonville & Watertown,	–	–	–	–	–	–	–
52	Norfolk & Bristol,	452 03	2,945 91	3,494 79	972 44	–	15,602 33	18,543 56
53	Northampton,	1,186 68	7,521 99	8,331 89	1,687 68	186 36	23,064 83	37,567 42
54	North End,	–	–	–	–	–	–	–
55	Norton & Taunton,	686 46	2,520 51	3,282 17	659 66	–	14,064 47	14,531 15

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Operating Expenses for the Year ending September 30, 1906 — Continued.						
		36. — Repair of Buildings.	**37.** — Repair of Cars.	**38.** — Repair of Electric Car Equipment.	**39.** — Repair of Miscellaneous Equipment.	**40.** — Provender and Stabling.	**41.** — Cost of Electric Motive Power.	**42.** — Wages of Employees.
56	Norwood, Canton & Sharon,	$96 02	$289 62	$512 77	–	–	$3,748 75	$4,594 26
57	Old Colony,	14,619 77	114,450 48	95,448 74	$7,597 01	$4,180 63	294,956 37	643,571 92
58	Pittsfield Electric,	720 82	11,261 13	15,944 02	88 88	310 99	36,697 58	39,246 41
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	–	261 57	71 13	–	–	1,740 27	2,238 50
61	Providence & Fall River,	57 13	6,556 65	6,032 42	–	–	14,735 89	10,119 32
62	Shelburne Falls & Colrain,	75 58	269 83	229 47	–	–	1,659 33	2,773 96
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	262 40	2,010 19	3,401 84	603 09	75 68	17,169 93	18,693 10
65	Springfield,	8,151 39	70,980 20	74,597 38	21,524 26	3,333 71	152,904 16	289,133 83
66	Springfield & Eastern,	–	–	–	–	–	–	–
67	Taunton & Buzzard's Bay,	6 75	68 26	200 33	–	–	8,027 12	5,674 75
68	Taunton & Pawtucket,	14 51	601 00	640 10	818 59	–	13,194 43	14,381 68
69	Templeton,	–	3,708 11	1,331 34	–	–	12,160 63	12,557 81
70	Union,	3,011 09	12,408 82	6,075 25	316 83	854 64	37,022 12	115,890 47
71	Uxbridge & Blackstone,	25 70	411 12	129 14	–	–	4,934 75	5,816 59
72	Waltham,	–	–	–	–	–	–	–
73	Hampshire & Worcester (receiver),	–	–	–	–	–	1,165 80	2,389 54
	Ware & Brookfield,	18 06	2,221 30	1,454 95	–	–	9,389 93	5,736 47
74	Warren, Brookfield & Spencer,	56 04	1,364 98	1,009 54	–	–	11,237 66	15,646 10
75	Webster & Dudley,	–	–	–	–	–	–	–
	Webster & Dudley and Worcester & Webster (lessee),	691 66	7,369 97	3,508 54	744 64	–	5,082 15	18,188 58

76	Westborough & Hopkinton,	–	474 64	473 69	–	1 75	5,828 10	3,497 75
77	West End,	–	–	–	–	–	–	–
78	Western Massachusetts,	–	930 53	564 26	–	–	2,834 33	5,012 94
79	Winnisimmet,	–	–	–	–	–	–	–
80	Woonsocket (of Rhode Island),	257 45	5,055 73	2,243 92	–	685 68	29,689 12	35,856 18
81	Worcester & Blackstone Valley,	424 09	7,979 74	4,705 47	94 75	–	10,566 29	12,974 48
82	Worcester Consolidated,	7,185 74	41,929 81	46,134 58	4,536 71	5,132 01	231,300 58	312,507 53
83	Worcester & Holden,	396 01	2,375 69	1,771 13	–	–	13,480 36	9,584 70
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	–	–	–
88	Worcester & Southbridge,	249 99	6,168 25	4,316 15	184 84	–	25,870 78	33,450 25
89	Worcester & Webster,	–	–	–	–	–	–	–
90	Woronoco,	76 85	4,985 05	3,501 50	–	226 67	10,101 36	22,046 41
	Totals,	$219,345 22	$1,313,429 01	$1,077,150 07	$73,509 16	$57,027 32	$3,070,479 47	$7,568,291 16

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Operating Expenses for the Year ending September 30, 1906 — Continued.						
		43. — Removing Snow and Ice.	**44.** — Damages for Injuries.	**45.** — Tolls for Trackage Rights.	**46.** — Rents of Buildings, etc.	**47.** — Other Transportation Expenses.	**48.** — Total Operating Expenses.	**49.** — Per Cent to Earnings from Operation.
1	Amesbury & Hampton,	$136 56	$1,023 51	$37 49	$25 34	$957 40	$20,676 28	–
	Amesbury & Hampton (lessee),	–	117 49	–	4 63	137 92	2,884 81	–
2	Amherst & Sunderland,	77 65	338 80	123 74	–	1,339 57	28,329 92	73.94
3	Athol & Orange,	206 19	10 00	–	–	1,105 53	30,669 34	68.22
4	Berkshire,	1,043 28	7,509 37	–	221 71	–	183,621 14	70.51
5	Blue Hill,	315 95	827 55	305 11	313 52	1,221 15	61,599 63	71.34
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	51,433 09	603,576 67	11,854 31	53,483 75	320,951 69	9,306,950 73	68.80
8	Boston & Northern,	47,250 00	262,487 09	40,176 11	21,223 71	121,938 33	2,802,001 42	63.50
9	Boston & Revere Electric,	–	–	–	–	–	–	–
10	Boston & Worcester,	590 55	3,826 76	504 24	–	7,315 00	262,188 34	51.69
11	Bristol & Norfolk,	132 70	40 50	262 92	41 65	–	11,853 37	98.05
12	Brockton & Plymouth,	139 73	1,115 67	–	–	949 01	61,327 98	56.87
13	Citizens' Electric,	154 70	1,417 27	232 24	839 55	856 36	60,773 82	57.52
14	Connecticut Valley,	869 16	953 09	–	1,325 93	2,435 80	115,250 45	66.38
15	Concord, Maynard & Hudson,	150 87	903 20	750 00	24 00	1,539 50	37,679 73	62.66
16	Conway Electric,	–	–	–	–	–	6,958 60	69.63
17	Cottage City & Edgartown Traction,	–	–	–	–	–	4,066 46	74.46
18	Dartmouth & Westport,	40 94	2,514 45	48,548 86	1,455 59	19,145 72	107,092 12	61.12
19	Dedham & Franklin,	96 89	153 99	–	–	1,088 56	19,950 90	80.96
20	East Middlesex,	–	–	–	–	–	–	–
21	East Taunton,	202 19	342 10	443 60	1,175 02	643 56	23,617 65	63.31
22	Fitchburg & Leominster,	625 09	13,333 04	–	1,566 23	11,652 68	157,834 46	62.88
23	Gardner, Westminster & Fitchburg,	194 23	3,180 21	–	–	1,132 24	41,358 38	60.27
24	Georgetown, Rowley & Ipswich,	426 71	4,254 85	717 56	103 13	1,000 58	53,705 39	–
25	Hampshire,	–	–	–	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	277 96	1,085 75	343 00	–	737 17	73,974 97	60.14
28	Haverhill & Plaistow,	72 75	925 26	–	15 26	529 60	10,414 07	55.62
29	Haverhill & Southern New Hampshire,	94 13	2,354 41	13 59	50 82	1,398 74	36,347 70	76.09
30	Holyoke,	1,761 74	14,765 51	–	–	2,134 75	281,175 19	67.11
31	Hoosac Valley,	–	2,311 34	–	73 60	–	73,020 51	–
32	Interstate Consolidated,	75 84	12,713 38	–	13,068 72	–	168,297 64	98.50
33	Lawrence & Methuen,	159 91	3,769 09	722 56	81 86	2,161 74	56,863 10	74.49
34	Lexington & Boston,	1,959 23	7,610 62	–	619 50	84 36	114,549 27	71.33
35	Linwood,	–	–	1,211 01	400 00	547 50	8,344 45	76.37
36	Lowell, Acton & Maynard,	–	–	–	363 16	24 07	5,110 23	73.17
37	Lowell & Fitchburg,	–	52 80	–	48 50	–	9,872 66	57.36
38	Lowell & Pelham,	26 73	607 80	–	16 33	474 89	12,215 84	99.52
39	Lowell & Woburn,	–	–	–	25 51	117 89	9,174 02	–
40	Marlborough & Westborough,	268 37	920 77	–	–	858 45	24,337 07	73.17
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	81 04	–	–	2 00	601 70	16,844 50	66.36
43	Milford, Attleborough & Woonsocket,	448 52	3,045 05	400 34	267 92	188 08	50,121 06	54.87
44	Milford & Uxbridge,	586 83	11,936 93	–	–	1,350 68	124,122 35	70.29
45	Mount Tom,	–	–	–	–	–	–	–
46	Nahant & Lynn,	249 00	449 11	–	–	713 65	32,932 70	65.82
47	Natick & Cochituate,	730 92	4,948 07	–	302 00	93 80	78,272 96	77.89
48	New Bedford & Onset,	123 22	2,416 31	214 82	611 80	6,018 29	60,254 20	62.49
49	Newton,	2,819 75	17,419 80	5,338 12	915 26	430 96	253,988 77	70.24
50	Newton & Boston,	1,278 07	3,117 68	4,385 55	553 80	90 69	57,226 56	89.90
51	Newtonville & Watertown,	–	–	–	–	–	–	–
52	Norfolk & Bristol,	295 87	4,075 54	843 63	–	1,874 86	68,056 42	99.88
53	Northampton,	628 40	1,703 94	–	–	1,623 78	110,247 22	67.34
54	North End,	–	–	–	–	–	–	–
55	Norton & Taunton,	293 04	139 90	694 10	–	3,294 97	47,110 11	85.65

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Operating Expenses for the Year ending September 30, 1906 — Concluded.						
		43. — Removing Snow and Ice.	**44.** — Damages for Injuries.	**45.** — Tolls for Trackage Rights.	**46.** — Rents of Buildings, etc.	**47.** — Other Transportation Expenses.	**48.** — Total Operating Expenses.	**49.** — Per Cent to Earnings from Operation.
56	Norwood, Canton & Sharon,	$126 62	–	–	$232 12	$277 21	$12,310 19	110.58
57	Old Colony,	15,750 00	$156,328 92	$1,080 90	14,237 50	91,002 31	1,797,124 35	67.40
58	Pittsfield Electric,	471 43	–	–	–	2,195 52	125,574 71	67.34
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	120 00	–	–	–	–	5,214 45	65.93
61	Providence & Fall River,	21 95	377 77	–	–	663 31	45,452 31	74.13
62	Shelburne Falls & Colrain,	57 28	–	–	50 00	2,145 98	10,918 39	60.09
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	554 80	4,267 07	–	227 08	–	61,282 06	69.41
65	Springfield,	2,507 05	95,298 38	–	654 53	–	875,871 83	71.49
66	Springfield & Eastern,	–	–	–	–	–	–	–
67	Taunton & Buzzard's Bay,	181 29	150 23	808 64	583 30	293 52	18,654 35	–
68	Taunton & Pawtucket,	53 91	501 75	1,593 69	500 00	865 61	38,480 74	73.52
69	Templeton,	148 48	–	–	–	388 11	33,675 45	78.95
70	Union,	1,220 82	14,603 05	–	10,118 63	12,012 61	269,247 77	67.98
71	Uxbridge & Blackstone,	18 20	–	–	–	45 33	14,414 87	51.42
72	Waltham,	–	–	–	150 00	6,021 53	7,448 36	–
73	Hampshire & Worcester (receiver),	–	–	–	–	–	4,402 91	–
	Ware & Brookfield,	81 65	50 60	–	–	137 50	21,258 01	–
74	Warren, Brookfield & Spencer,	190 47	1,594 54	–	–	197 00	41,018 03	62.39
75	Webster & Dudley,	–	–	–	–	–	–	–
	Webster & Dudley and Worcester & Webster (lessee),	234 82	1,876 64	69 17	745 70	–	56,046 05	70.64

76	Westborough & Hopkinton,	227 44	560 86	–	12 00	–	11,670 35	89.41
77	West End,	–	–	–	–	–	–	–
78	Western Massachusetts,	159 56	–	–	5,167 56	514 07	17,170 99	48.99
79	Winnisimmet,	–	–	–	–	–	–	–
80	Woonsocket (of Rhode Island),	2,130 00	15,366 49	–	311 82	516 00	128,159 56	83.43
81	Worcester & Blackstone Valley,	125 44	1,852 63	25 07	2 77	–	47,484 17	62.69
82	Worcester Consolidated,	2,730 62	75,217 08	586 45	235 00	30,951 09	909,674 42	59.69
83	Worcester & Holden,	78 03	540 61	77 63	–	713 50	33,296 96	74.23
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	–	–	–
88	Worcester & Southbridge,	298 19	34,576 66	290 91	1,969 46	–	123,750 35	81.30
89	Worcester & Webster,	–	–	–	–	–	–	–
90	Woronoco,	249 98	965 65	–	392 24	558 34	61,134 17	61.51
	Totals,	$144,055 83	$1,408,423 60	$122,655 36	$134,809 51	$670,259 76	$19,954,000 29	67.49

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Exhibit for the Year ending September 30, 1906.						
		50. — Net Earnings from Operation.	**51.** — All Other Income.	**52.** — Total Income above Operating Expenses.	**53.** — Interest on Funded Debt.	**54.** — Interest and Discount on Unfunded Debt.	**55.** — Taxes.	**56.** — Rentals of Leased Railways.
1	Amesbury & Hampton,	$1,511 48	$1,753 86	$3,265 34	$5,000 00	$2,819 20	$312 96	–
	Amesbury & Hampton (lessee),	344 74*d*	–	344 74*d*	–	–	70 00	$1,500 00
2	Amherst & Sunderland,	9,986 77	45 75	10,032 52	5,850 00	274 41	1,342 31	–
3	Athol & Orange,	14,289 36	–	14,289 36	3,000 00	–	2,252 20	–
4	Berkshire,	76,814 61	6,236 34	83,050 95	54,250 00	21,093 17	11,014 96	–
5	Blue Hill,	24,744 40	–	24,744 40	12,500 00	8,411 07	2,754 45	–
6	Boston & Chelsea,	–	7,260 00	7,260 00	–	–	–	–
7	Boston Elevated,	4,220,235 08	107,426 68	4,327,661 76	953,680 00	–	1,034,014 34	1,237,210 91
8	Boston & Northern,	1,610,034 14	14,072 16	1,624,106 30	487,325 12	75,711 04	245,766 87	110,160 84
9	Boston & Revere Electric,	–	2,500 00	2,500 00	–	–	–	–
10	Boston & Worcester,	245,073 41	–	245,073 41	77,800 00	17,232 39	37,643 38	–
11	Bristol & Norfolk,	235 68	–	235 68	3,500 00	164 65	165 25	–
12	Brockton & Plymouth,	46,514 26	6,586 76	53,101 02	13,450 00	8,342 63	5,040 23	–
13	Citizens' Electric,	44,883 79	–	44,883 79	10,500 00	2,817 08	6,238 41	–
14	Connecticut Valley,	58,371 70	–	58,371 70	25,000 00	7,313 52	3,127 02	–
15	Concord, Maynard & Hudson,	22,450 64	–	22,450 64	8,250 00	5,744 06	2,155 69	–
16	Conway Electric,	3,034 74	–	3,034 74	1,750 00	2,977 41	294 95	–
17	Cottage City & Edgartown Traction,	1,394 89	–	1,394 89	–	150 06	116 85	280 00
18	Dartmouth & Westport,	68,111 71	–	68,111 71	4,500 00	–	6,982 04	–
19	Dedham & Franklin,	4,690 77	–	4,690 77	5,000 00	369 50	360 62	–
20	East Middlesex,	–	30,044 80	30,044 80	–	–	–	–
21	East Taunton,	13,686 17	–	13,686 17	2,250 00	18 76	2,284 11	–
22	Fitchburg & Leominster,	93,162 56	28,907 05	122,069 61	19,250 00	23,067 45	14,080 15	–
23	Gardner, Westminster & Fitchburg,	27,262 52	1,116 05	28,378 57	8,750 00	3,553 93	2,115 81	–
24	Georgetown, Rowley & Ipswich,	17,801 89	–	17,801 89	10,750 00	4,645 52	1,366 67	–
25	Hampshire,	–	3,262 00	3,262 00	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	49,033 72	–	49,033 72	26,500 00	12,903 66	3,227 97	–
28	Haverhill & Plaistow,	8,308 38	119 00	8,427 38	1,500 00	342 20	317 36	–
29	Haverhill & Southern New Hampshire,	11,419 23	461 03	11,880 26	4,000 00	3,585 63	800 72	–
30	Holyoke,	137,825 59	27,920 26	165,745 85	30,000 00	5,246 90	34,760 48	9,000 00
31	Hoosac Valley,	46,679 20	318 25	46,997 45	12,750 00	7,501 62	8,422 83	–
32	Interstate Consolidated,	2,557 52	–	2,557 52	–	1,566 67	6,549 36	–
33	Lawrence & Methuen,	19,470 31	745 31	20,215 62	6,250 00	4,314 30	1,301 62	–
34	Lexington & Boston,	46,032 77	–	46,032 77	15,750 00	21,128 79	5,282 87	–
35	Linwood,	2,582 35	–	2,582 35	–	–	420 98	–
36	Lowell, Acton & Maynard,	1,873 98	–	1,873 98	–	1,759 61	3 72	–
37	Lowell & Fitchburg,	7,338 44	–	7,338 44	2,500 00	–	86 49	–
38	Lowell & Pelham,	58 96	181 49	240 45	2,000 00	1,107 85	108 71	–
39	Lowell & Woburn,	3,529 91	–	3,529 91	–	–	77 27	–
40	Marlborough & Westborough,	8,922 24	673 97	9,596 21	8,000 00	4,775 33	1,216 19	–
41	Martha's Vineyard,	–	280 00	280 00	–	–	–	–
42	Medfield & Medway,	8,540 50	–	8,540 50	5,000 00	2,603 39	230 53	–
43	Milford, Attleborough & Woonsocket,	41,221 19	–	41,221 19	12,500 00	1,687 50	3,343 88	–
44	Milford & Uxbridge,	52,467 88	–	52,467 88	20,750 00	10,339 75	6,845 83	–
45	Mount Tom,	–	6,072 40	6,072 40	–	–	–	–
46	Nahant & Lynn,	17,099 39	–	17,099 39	2,979 17	1,612 07	1,567 86	–
47	Natick & Cochituate,	22,221 20	–	22,221 20	–	11,200 50	2,630 82	–
48	New Bedford & Onset,	36,172 05	–	36,172 05	14,000 00	2,006 13	4,914 01	–
49	Newton,	107,607 81	–	107,607 81	28,750 00	24,669 18	12,991 95	–
50	Newton & Boston,	6,431 08	–	6,431 08	10,000 00	19,800 16	3,330 54	–
51	Newtonville & Watertown,	–	8,133 37	8,133 37	–	2,800 26	1,054 37	–
52	Norfolk & Bristol,	78 73	–	78 73	–	–	1,843 93	–
53	Northampton,	53,458 28	–	53,458 28	10,250 00	9,558 20	8,707 05	–
54	North End,	–	8,009 86	8,009 86	3,750 00	–	–	–
55	Norton & Taunton,	7,890 31	–	7,890 31	14,800 00	899 01	1,545 19	–

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Exhibit for the Year ending September 30, 1906 — Continued.						
		50. — Net Earnings from Operation.	**51.** — All Other Income.	**52.** — Total Income above Operating Expenses.	**53.** — Interest on Funded Debt.	**54.** — Interest and Discount on Unfunded Debt.	**55.** — Taxes.	**56.** — Rentals of Leased Railways.
56	Norwood, Canton & Sharon,	$1,177 75*d*	–	$1,177 75*d*	–	$5,231 86	$218 93	–
57	Old Colony,	869,087 58	$129,277 31	998,364 89	$323,183 33	82,043 14	150,241 92	$90,860 00
58	Pittsfield Electric,	60,896 64	811 50	61,708 14	8,000 00	1,998 75	9,803 76	–
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	2,694 78	–	2,694 78	–	984 15	561 32	–
61	Providence & Fall River,	15,864 36	–	15,864 36	8,250 00	4,181 02	1,896 93	–
62	Shelburne Falls & Colrain,	7,251 22	–	7,251 22	3,000 00	159 63	234 41	–
63	Somerville,	–	9,180 00	9,180 00	–	–	–	–
64	South Middlesex (receiver),	27,007 24	–	27,007 24	5,000 00	9,856 09	2,470 33	–
65	Springfield,	349,337 53	3,818 50	353,156 03	60,000 00	13,858 77	95,502 53	31,500 00
66	Springfield & Eastern,	–	31,500 00	31,500 00	16,500 00	193 05	–	–
67	Taunton & Buzzard's Bay,	5,964 11*d*	–	5,964 11*d*	–	89 15	981 02	–
68	Taunton & Pawtucket,	13,857 14	–	13,857 14	10,000 00	233 74	1,565 56	–
69	Templeton,	8,977 68	–	8,977 68	7,750 00	10,453 18	1,481 47	–
70	Union,	126,845 22	–	126,845 22	20,000 00	5,680 19	31,603 44	–
71	Uxbridge & Blackstone,	13,613 63	–	13,613 63	4,000 00	3,930 00	1,547 04	–
72	Waltham,	3,290 88	–	3,290 88	3,541 67	84 77	–	–
73	Hampshire & Worcester (receiver),	79 55	–	79 55	–	40 66	–	–
	Ware & Brookfield,	1,884 00	–	1,884 00	5,625 00	–	522 40	–
74	Warren, Brookfield & Spencer,	24,723 42	–	24,723 42	6,250 00	3,146 92	2,458 43	–
75	Webster & Dudley,	–	14,500 00	14,500 00	1,500 00	–	–	10,500 00
	Webster & Dudley and Worcester & Webster (lessee),	23,299 91	3,047 22	26,347 13	–	–	–	14,500 00

76	Westborough & Hopkinton,	1,382 92	–	1,382 92	2,000 00	120 00	164 94	–
77	West End,	–	1,198,805 62	1,198,805 62	–	–	–	–
78	Western Massachusetts,	17,878 11	–	17,878 11	10,000 00	2,506 92	350 49	–
79	Winnisimmet,	–	3,000 00	3,000 00	–	–	–	–
80	Woonsocket (of Rhode Island),	25,452 57	–	25,452 57	8,000 00	6,541 10	6,866 70	–
81	Worcester & Blackstone Valley,	28,266 24	–	28,266 24	–	17,167 26	2,774 44	–
82	Worcester Consolidated,	614,290 53	–	614,290 53	49,950 00	98,223 48	108,765 03	12,750 00
83	Worcester & Holden,	11,556 98	–	11,556 98	7,400 00	2,569 62	373 60	–
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	3,750 00	3,750 00	1,100 00	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	1,000 00	1,000 00	–	–	–	–
88	Worcester & Southbridge,	28,470 44	–	28,470 44	31,500 00	6,549 39	7,156 42	–
89	Worcester & Webster,	–	10,500 00	10,500 00	7,500 00	–	–	–
90	Woronoco,	38,258 24	2,238 20	40,496 44	3,750 00	4,544 82	5,222 83	–
	Totals,	$9,609,891 80	$1,673,554 74	$11,283,446 54	$2,548,184 29	$616,502 22	$1,923,845 74	$1,518,261 75

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Exhibit for the Year ending September 30, 1906 — Continued.						
		57. — Payments to Sinking Funds, etc.	**58.** — Other Deductions from Income.	**59.** — Total Charges on Income.	**60.** — Net Divisible Income.	**61.** — Dividends Declared.	**62.** — Percentage of Dividend Declared.	**63.** — Surplus for the Year.
1	Amesbury & Hampton,	$1,050 00	–	$9,182 16	$5,916 82*d*	–	–	–
	Amesbury & Hampton (lessee),	–	–	1,570 00	1,914 74*d*	–	–	–
2	Amherst & Sunderland,	–	–	7,466 72	2,565 80	–	–	$2,565 80
3	Athol & Orange,	1,500 00	–	6,752 20	7,537 16	$5,960 00	8	1,577 16
4	Berkshire,	–	$11,948 70	98,306 83	15,255 88*d*	–	–	–
5	Blue Hill,	–	–	23,665 52	1,078 88	–	–	1,078 88
6	Boston & Chelsea,	–	–	–	7,260 00	7,260 00	6	–
7	Boston Elevated,	–	250,977 58	3,475,882 83	851,778 93	798,000 00	6	53,778 93
8	Boston & Northern,	–	25,741 08	944,704 95	679,401 35	537,160 00	5	142,241 35
9	Boston & Revere Electric,	–	–	–	2,500 00	2,500 00	5	–
10	Boston & Worcester,	–	–	132,675 77	112,397 64	103,500 00	6	8,897 64
11	Bristol & Norfolk,	–	610 27	4,440 17	4,204 49*d*	–	–	–
12	Brockton & Plymouth,	–	8,038 33	34,871 19	18,229 83	–	–	18,229 83
13	Citizens' Electric,	–	87 40	19,642 89	25,240 90	12,000 00	5	13,240 90
14	Connecticut Valley,	–	732 13	36,172 67	22,199 03	9,718 00	2[1]	12,481 03
15	Concord, Maynard & Hudson,	–	–	16,149 75	6,300 89	–	–	6,300 89
16	Conway Electric,	–	–	5,022 36	1,987 62*d*	–	–	–
17	Cottage City & Edgartown Traction,	–	917 77	1,464 68	69 79*d*	–	–	–
18	Dartmouth & Westport,	1,500 00	3,548 03	16,530 07	51,581 64	14,250 00	8[2]	37,331 64
19	Dedham & Franklin,	–	–	5,730 12	1,039 35*d*	–	–	–
20	East Middlesex,	–	–	–	30,044 80	29,770 00	10	274 80
21	East Taunton,	–	–	4,552 87	9,133 30	5,500 00	5	3,633 30
22	Fitchburg & Leominster,	–	26,791 28	83,188 88	38,880 73	27,000 00	6	11,880 73
23	Gardner, Westminster & Fitchburg,	–	2,847 70	17,267 44	11,111 13	–	–	11,111 13
24	Georgetown, Rowley & Ipswich,	–	–	16,762 19	1,039 70	–	–	1,039 70
25	Hampshire,	–	–	–	3,262 00	3,000 00	5	262 00

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	–	1,369 00	44,000 63	5,033 09	–	–	5,033 09
28	Haverhill & Plaistow,	–	–	2,159 56	6,267 82	–	–	6,267 82
29	Haverhill & Southern New Hampshire,	–	–	8,386 35	3,493 91	–	–	3,493 91
30	Holyoke,	–	17,666 18	96,673 56	69,072 29	60,000 00	8 [3]	9,072 29
31	Hoosac Valley,	–	1,367 83	30,042 28	16,955 17	–	–	16,955 17
32	Interstate Consolidated,	–	–	8,116 03	5,558 51*d*	19,250 00	7	–
33	Lawrence & Methuen,	–	–	11,865 92	8,349 70	–	–	8,349 70
34	Lexington & Boston,	–	–	42,161 66	3,871 11	–	–	3,871 11
35	Linwood,	–	–	420 98	2,161 37	720 00	6	1,441 37
36	Lowell, Acton & Maynard,	–	–	1,763 33	110 65	–	–	110 65
37	Lowell & Fitchburg,	–	–	2,586 49	4,751 95	–	–	4,751 95
38	Lowell & Pelham,	–	–	3,216 56	2,976 11*d*	–	–	–
39	Lowell & Woburn,	–	–	77 27	3,452 64	–	–	3,452 64
40	Marlborough & Westborough,	–	488 83	14,480 35	4,884 14*d*	–	–	–
41	Martha's Vineyard,	–	280 00	280 00	–	–	–	–
42	Medfield & Medway,	–	–	7,833 92	706 58	–	–	706 58
43	Milford, Attleborough & Woonsocket,	–	–	17,531 38	23,689 81	7,875 00	2½	15,814 81
44	Milford & Uxbridge,	–	850 81	38,786 39	13,681 49	–	–	13,681 49
45	Mount Tom,	–	–	–	6,072 40	6,000 00	6	72 40
46	Nahant & Lynn,	–	–	6,159 10	10,940 29	–	–	10,940 29
47	Natick & Cochituate,	–	–	13,831 32	8,389 88	6,000 00	6	2,389 88
48	New Bedford & Onset,	–	3,000 00	23,920 14	12,251 91	–	–	12,251 91
49	Newton,	–	–	66,411 13	41,196 68	36,100 00	5	5,096 68
50	Newton & Boston,	–	–	33,130 70	26,699 62*d*	–	–	–
51	Newtonville & Watertown,	–	452 50	4,307 13	3,826 24	3,600 00	$7\frac{2}{10}$	226 24
52	Norfolk & Bristol,	–	–	1,843 93	1,765 20*d*	–	–	–
53	Northampton,	–	–	28,515 25	24,943 03	21,000 00	7	3,943 03
54	North End,	–	61 06	3,811 06	4,198 80	4,125 00	3¾	73 80
55	Norton & Taunton,	–	–	17,244 20	9,353 89*d*	–	–	–

[1] On $485,900 of capital stock.

[2] Six per cent on $150,000 and two per cent on $262,500 of capital stock.

[3] Four per cent on $700,000 and four per cent on $800,000 of capital stock.

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Exhibit for the Year ending September 30, 1906 — Continued.						
		57. — Payments to Sinking Funds, etc.	**58.** — Other Deductions from Income.	**59.** — Total Charges on Income.	**60.** — Net Divisible Income.	**61.** — Dividends Declared.	**62.** — Percentage of Dividend Declared.	**63.** — Surplus for the Year.
56	Norwood, Canton & Sharon,	–	–	$5,450 79	$6,628 54*d*	–	–	–
57	Old Colony,	–	$29,910 19	676,238 58	322,126 31	$150,246 00	2	$171,880 31
58	Pittsfield Electric,	$9,289 74	4,951 58	34,043 83	27,664 31	18,000 00	6	9,664 31
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	–	–	1,545 47	1,149 31	–	–	1,149 31
61	Providence & Fall River,	–	–	14,327 95	1,536 41	–	–	1,536 41
62	Shelburne Falls & Colrain,	–	–	3,394 04	3,857 18	–	–	3,857 18
63	Somerville,	–	–	–	9,180 00	9,180 00	6	–
64	South Middlesex (receiver),	–	–	17,326 42	9,680 82	–	–	9,680 82
65	Springfield,	–	5,914 51	206,775 81	146,380 22	156,672 00	8	–
66	Springfield & Eastern,	–	200 00	16,893 05	14,606 95	14,800 00	4	–
67	Taunton & Buzzard's Bay,	–	–	1,070 17	7,034 28*d*	–	–	–
68	Taunton & Pawtucket,	–	–	11,799 30	2,057 84	–	–	2,057 84
69	Templeton,	–	–	19,684 65	10,706 97*d*	–	–	–
70	Union,	–	–	57,283 63	69,561 59	72,000 00	8	–
71	Uxbridge & Blackstone,	–	–	9,477 04	4,136 59	3,240 00	4	896 59
72	Waltham,	–	–	3,626 44	335 56*d*	–	–	–
73	Hampshire & Worcester (receiver),	–	–	40 66	38 89	–	–	38 89
	Ware & Brookfield,	–	–	6,147 40	4,263 40*d*	–	–	–
74	Warren, Brookfield & Spencer,	2,000 00	2,306 27	16,161 62	8,561 80	–	–	8,561 80
75	Webster & Dudley,	–	–	12,000 00	2,500 00	2,500 00	5	–
	Webster & Dudley and Worcester & Webster (lessee),	–	4,934 58	19,434 58	6,912 55	–	–	6,912 55

76	Westborough & Hopkinton,	–	–	2,284 94	902 02*d*	–	–	–
77	West End,	–	8,050 15	8,050 15	1,190,755 47	1,190,247 50	7 and 8[1]	507 97
78	Western Massachusetts,	–	390 39	13,247 80	4,630 31	–	–	4,630 31
79	Winnisimmet,	–	–	–	3,000 00	3,000 00	6	–
80	Woonsocket (of Rhode Island),	–	–	21,407 80	4,044 77	–	–	4,044 77
81	Worcester & Blackstone Valley,	–	255 29	20,196 99	8,069 25	–	–	8,069 25
82	Worcester Consolidated,	–	78,507 85	348,196 36	266,094 17	195,250 00	5½	70,844 17
83	Worcester & Holden,	–	–	10,343 22	1,213 76	–	–	1,213 76
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	1,100 00	2,650 00	2,649 74	7 22/100	26
87	Worcester & Shrewsbury Street Ry.,	–	–	–	1,000 00	1,000 00	5	–
88	Worcester & Southbridge,	–	56 26	45,262 07	16,791 63*d*	–	–	–
89	Worcester & Webster,	3,000 00	–	10,500 00	–	–	–	–
90	Woronoco,	–	4,986 30	18,503 95	21,992 49	15,000 00	6	6,992 49
	Totals,	$18,339 74	$498,239 85	$7,123,373 59	$4,160,072 95	$3,554,073 24	–	$766,461 51

[1] Eight per cent on preferred and seven per cent on common stock.

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Exhibit for the Year ending September 30, 1906 — Continued.						
		64. — Deficit for the Year.	**65.** — Surplus Sept. 30, 1905.	**66.** — Deficit Sept. 30, 1905.	**67.** — Credits during year.	**68.** — Debits during Year.	**69.** — Surplus Sept. 30, 1906.	**70.** — Deficit Sept. 30, 1906.
1	Amesbury & Hampton,	$5,916 82	$13,000 00	–	–	–	$7,083 18	–
	Amesbury & Hampton (lessee),	1,914 74	–	–	$1,914 74	–	–	–
2	Amherst & Sunderland,	–	–	$11,218 24	1 36	–	–	$8,651 08
3	Athol & Orange,	–	27,533 91	–	–	–	29,111 07	–
4	Berkshire,	15,255 88	64,316 59	–	50,009 99	$16,907 78	82,162 92	–
5	Blue Hill,	–	–	35,173 17	–	4,426 00	–	38,520 29
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	–	2,673,445 37	–	–	–	2,727,224 30[1]	–
8	Boston & Northern,	–	66,606 83	–	4,859 48	85,086 99	128,620 67	–
9	Boston & Revere Electric,	–	–	11,363 18	–	–	–	11,363 18
10	Boston & Worcester,	–	20,679 06	–	–	4,337 77	25,238 93	–
11	Bristol & Norfolk,	4,204 49	–	17,024 82	–	1,241 63	–	22,470 94
12	Brockton & Plymouth,	–	13,314 82	–	–	–	31,544 65	–
13	Citizens' Electric,	–	27,083 66	–	–	5,000 00	35,324 56	–
14	Connecticut Valley,	–	117 96	–	18,360 06	2,181 75	28,777 30	–
15	Concord, Maynard & Hudson,	–	1,631 47	–	–	84 85	7,847 51	–
16	Conway Electric,	1,987 62	–	4,889 59	–	–	–	6,877 21
17	Cottage City & Edgartown Traction,	69 79	115 19	–	–	–	45 40	–
18	Dartmouth & Westport,	–	75,683 90	–	78,750 00	56,108 13	135,657 41	–
19	Dedham & Franklin,	1,039 35	–	7,143 33	–	–	–	8,182 68
20	East Middlesex,	–	–	10,470 49	–	–	–	10,195 69
21	East Taunton,	–	17,488 90	–	–	–	21,122 20	–
22	Fitchburg & Leominster,	–	21,073 92	–	–	13,002 67	19,951 98	–
23	Gardner, Westminster & Fitchburg,	–	3,161 85	–	–	–	14,272 98	–
24	Georgetown, Rowley & Ipswich,	–	–	6,543 94	7,685 90	2,181 66	–	–
25	Hampshire,	–	5,298 54	–	–	–	5,560 54	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	–	–	42,406 77	–	6,728 39	–	44,102 07
28	Haverhill & Plaistow,	–	4,350 00	–	2,465 35	–	13,083 17	–
29	Haverhill & Southern New Hampshire,	–	–	1,245 28	–	–	2,248 63	–
30	Holyoke,	–	80,675 63	–	50,000 00	50,000 00	89,747 92	–
31	Hoosac Valley,	–	44,045 76	–	4,021 53	65,022 46	–	–
32	Interstate Consolidated,	24,808 51	37,979 62	–	–	–	13,171 11	–
33	Lawrence & Methuen,	–	451 53	–	–	–	8,801 23	–
34	Lexington & Boston,	–	4,859 99	–	–	–	8,731 10	–
35	Linwood,	–	4,502 31	–	–	–	5,943 68	–
36	Lowell, Acton & Maynard,	–	–	365 41	–	–	–	254 76
37	Lowell & Fitchburg,	–	–	–	–	–	4,751 95	–
38	Lowell & Pelham,	2,976 11	–	6,337 19	–	–	–	9,313 30
39	Lowell & Woburn,	–	–	685 41	2,058 05	4,825 28	–	–
40	Marlborough & Westborough,	4,884 14	–	14,683 90	–	6,212 78	–	25,780 82
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	–	–	10,285 01	–	–	–	9,578 43
43	Milford, Attleborough & Woonsocket,	–	20,205 66	–	–	–	36,020 47	–
44	Milford & Uxbridge,	–	5,346 25	–	–	–	19,027 74	–
45	Mount Tom,	–	772 78	–	–	–	845 18	–
46	Nahant & Lynn,	–	12,752 21	–	50 00	–	23,742 50	–
47	Natick & Cochituate,	–	11,768 76	–	–	–	14,158 64	–
48	New Bedford & Onset,	–	45,544 29	–	–	–	57,796 20	–
49	Newton,	–	49,941 14	–	–	–	55,037 82	–
50	Newton & Boston,	26,699 62	–	181,931 77	–	–	–	208,631 39
51	Newtonville & Watertown,	–	2,148 04	–	–	–	2,374 28	–
52	Norfolk & Bristol,	1,765 20	–	67,836 20	–	–	–	69,601 40
53	Northampton,	–	19,813 29	–	–	–	23,756 32	–
54	North End,	–	–	18,892 70	–	–	–	18,818 90
55	Norton & Taunton,	9,353 89	–	16,275 79	–	3,786 35	–	29,416 03

[1] Includes $2,091,900 premium on sales of capital stock and bonds.

Tabulated Statements from Reports of Street Railway Companies —Continued.

	RAILWAY COMPANIES.	Exhibit for the Year ending September 30, 1906 — Concluded.						
		64. — Deficit for the Year.	**65.** — Surplus Sept. 30, 1905.	**66.** — Deficit Sept. 30, 1905.	**67.** — Credits during Year.	**68.** — Debits during Year.	**69.** — Surplus Sept. 30, 1906.	**70.** — Deficit Sept. 30, 1906.
56	Norwood, Canton & Sharon,	$6,628 54	–	$52,389 90	–	–	–	$59,018 44
57	Old Colony,	–	$34,726 59	–	–	$141,670 97	$64,935 93	–
58	Pittsfield Electric,	–	49,163 24	–	$5,000 00	10,000 00	53,827 55	–
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	–	4,729 80	–	–	–	5,879 11	–
61	Providence & Fall River,	–	–	16,957 57	–	3,366 36	–	18,787 52
62	Shelburne Falls & Colrain,	–	8,043 88	–	–	–	11,901 06	–
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	–	–	14,042 64	1,602 59	5,268 04	–	8,027 27
65	Springfield,	10,291 78	157,026 06	–	3,281 95	–	150,016 23	–
66	Springfield & Eastern,	193 05	27,435 39	–	1,013 62	13,621 61	14,634 35	–
67	Taunton & Buzzard's Bay,	7,034 28	–	2,793 46	9,878 86	51 12	–	–
68	Taunton & Pawtucket,	–	–	4,381 62	–	576 52	–	2,900 30
69	Templeton,	10,706 97	–	47,294 71	–	–	–	58,001 68
70	Union,	2,438 41	188,253 94	–	–	1,026 60	184,788 93	–
71	Uxbridge & Blackstone,	–	8,716 27	–	–	–	9,612 86	–
72	Waltham,	335 56	–	40,984 49	160,469 98	119,485 49	–	335 56
73	Hampshire & Worcester (receiver),	–	–	1,912 33	–	–	–	1,873 44
	Ware & Brookfield,	4,263 40	–	–	–	–	–	4,263 40
74	Warren, Brookfield & Spencer,	–	28,552 49	–	–	5,000 00	32,114 29	–
75	Webster & Dudley,	–	–	22,860 08	–	–	–	22,860 08
	Webster & Dudley and Worcester & Webster (lessee),	–	–	–	–	6,912 55	–	–

76	Westborough & Hopkinton,	902 02	–	3,265 89	–	–	–	4,167 91
77	West End,	–	860,577 46	–	–	–	861,085 43	–
78	Western Massachusetts,	–	–	–	–	–	4,630 31	–
79	Winnisimmet,	–	124 85	–	–	–	124 85	–
80	Woonsocket (of Rhode Island)	–	–	54,226 38	–	–	–	50,181 61
81	Worcester & Blackstone Valley,	–	31,420 84	–	–	4,411 84	35,078 25	–
82	Worcester Consolidated,	–	324,689 32	–	5,014 61	25,000 00	375,548 10	–
83	Worcester & Holden,	–	10,638 69	–	–	–	11,852 45	–
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	64,692 77	–	–	–	64,693 03	–
87	Worcester & Shrewsbury Street Ry.,	–	22 05	–	–	–	22 05	–
88	Worcester & Southbridge,	16,791 63	–	102,172 21	540 21	27,104 38	–	145,528 01
89	Worcester & Webster,	–	–	72,672 58	–	–	–	72,672 58
90	Woronoco,	–	7,043 10	–	–	1,813 25	12,222 34	–
	Totals,	$160,461 80	$5,181,565 97	$900,726 05	$406,978 28	$692,443 22	$5,571,750 66	$970,375 97

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Description of Railway (Length in Miles).						
		71. — Railway Line Owned.	**72.** — Second Main Track Owned.	**73.** — Total Main Track Owned.	**74.** — Sidings, Switches, etc., Owned.	**75.** — Total Track Owned.	**76.** — Leased Main Track and Trackage Rights.	**77.** — Total Main Track Operated.
1	Amesbury & Hampton,	8.342	–	8.342	.409	8.751	–	8.342
	Amesbury & Hampton (lessee),	–	–	–	–	–	–	–
2	Amherst & Sunderland,	15.711	–	15.711	.078	15.789	–	15.711
3	Athol & Orange,	6.864	–	6.864	.270	7.134	–	6.864
4	Berkshire,	68.441	–	68.441	2.495	70.936	–	68.441
5	Blue Hill,	15.365	2.947	18.312	1.284	19.596	.180	18.492
6	Boston & Chelsea,	4.116	–	4.116	.038	4.154	–	–
7	Boston Elevated,	9.440	8.893	18.333	7.795	26.128	388.555	403.399
8	Boston & Northern,	388.940	71.851	460.791	18.614	479.405	52.626	513.417
9	Boston & Revere Electric,	1.856	1.856	3.712	.100	3.812	–	–
10	Boston & Worcester,	47.406	27.431	74.837	2.316	77.153	.524	75.361
11	Bristol & Norfolk,	6.195	–	6.195	.123	6.318	.378	6.573
12	Brockton & Plymouth,	22.091	–	22.091	1.964	24.055	–	22.091
13	Citizens' Electric,	16.863	–	16.863	.936	17.799	.568	17.431
14	Connecticut Valley,	45.412	–	45.412	1.892	47.304	–	45.412
15	Concord, Maynard & Hudson,	14.215	–	14.215	.600	14.815	.350	14.565
16	Conway Electric,	5.910	–	5.910	.520	6.430	–	5.910
17	Cottage City & Edgartown Traction,	5.350	–	5.350	.500	5.850	1.100	6.450
18	Dartmouth & Westport,	9.200	8.652	17.852	.204	18.056	12.174	30.026
19	Dedham & Franklin,	9.079	–	9.079	.371	9.450	–	9.079
20	East Middlesex,	16.009	2.582	18.591	.803	19.394	–	–
21	East Taunton,	10.524	–	10.524	.176	10.700	.724	11.248
22	Fitchburg & Leominster,	33.686	5.345	39.031	1.669	40.700	–	39.031
23	Gardner, Westminster & Fitchburg,	15.524	–	15.524	.760	16.284	–	15.524
24	Georgetown, Rowley & Ipswich,*	23.338	–	23.338	.683	24.021	.797	24.135
25	Hampshire,	4.340	–	4.340	.230	4.570	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	25.900	–	25.900	1.498	27.398	1.026	26.926
28	Haverhill & Plaistow,	2.682	–	2.682	.076	2.758	–	2.682
29	Haverhill & Southern New Hampshire,	7.892	–	7.892	.296	8.188	.050	7.942
30	Holyoke,	35.650	7.210	42.860	3.160	46.020	5.240	48.100
31	Hoosac Valley,*	27.628	–	27.628	.921	28.549	–	27.628
32	Interstate Consolidated,	20.540	–	20.540	1.150	21.690	–	20.540
33	Lawrence & Methuen,	12.518	–	12.518	.437	12.955	.225	12.743
34	Lexington & Boston,	27.205	2.460	29.665	2.691	32.356	.444	29.736
35	Linwood,	–	–	–	–	–	1.741[1]	1.741[1]
36	Lowell, Acton & Maynard,	2.000	–	2.000	–	2.000	–	1.963
37	Lowell & Fitchburg,	12.700	–	12.700	.461	13.161	–	12.700
38	Lowell & Pelham,	3.167	–	3.167	.151	3.318	–	3.167
39	Lowell & Woburn,*	8.687	–	8.678	.516	9.203	–	8.687
40	Marlborough & Westborough,	13.510	–	13.510	.350	13.860	–	13.510
41	Martha's Vineyard,	1.100	–	1.100	–	1.100	–	–
42	Medfield & Medway,	11.009	–	11.009	.241	11.250	–	11.009
43	Milford, Attleborough & Woonsocket,	30.000	–	30.000	.520	30.520	–	30.000
44	Milford & Uxbridge,	33.689	.991	34.680	1.226	35.906	.025	34.705
45	Mount Tom,	.900	–	.900	.100	1.000	–	–
46	Nahant & Lynn,	3.662	2.353	6.015	.021	6.036	–	6.015
47	Natick & Cochituate,	16.991	.939	17.930	.828	18.758	–	17.930
48	New Bedford & Onset,	37.587	3.654	41.241	2.858	44.099	–	41.241
49	Newton,	26.640	8.884	35.524	2.371	37.895	6.732	42.256
50	Newton & Boston,	9.086	–	9.086	.765	9.851	6.067	15.153
51	Newtonville & Watertown,	4.308	–	4.308	.357	4.665	–	–
52	Norfolk & Bristol,	21.028	–	21.028	.478	21.506	.293	21.321
53	Northampton,	24.369	–	24.369	2.209	26.578	–	24.369
54	North End,	4.995	–	4.995	.135	5.130	–	–
55	Norton & Taunton,	29.000	–	29.000	.830	29.830	.407	29.407

[1] Owned by private parties.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Description of Railway (Length in Miles) — Concluded.						
		71. — Railway Line Owned.	**72.** — Second Main Track Owned.	**73.** — Total Main Track Owned.	**74.** — Sidings, Switches, etc., Owned.	**75.** — Total Track Owned.	**76.** — Leased Main Track and Trackage Rights.	**77.** — Total Main Track Operated.
56	Norwood, Canton & Sharon,	6.073	–	6.073	.209	6.282	–	6.042
57	Old Colony,	313.897	45.136	359.033	16.988	376.021	19.289	352.308
58	Pittsfield Electric,	27.632	.995	28.627	.738	29.365	–	28.627
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	6.146	–	6.146	.213	6.359	–	6.146
61	Providence & Fall River,	11.983	–	11.983	.546	12.529	–	11.983
62	Shelburne Falls & Colrain,	6.530	–	6.530	.480	7.010	–	6.530
63	Somerville,	6.356	1.424	7.780	.253	8.033	–	–
64	South Middlesex (receiver),	12.956	1.725	14.681	1.217	15.898	.169	14.850
65	Springfield,	69.261	23.196	92.457	7.071	99.528	28.374	120.831
66	Springfield & Eastern,	28.374	–	28.374	2.178	30.552	–	–
67	Taunton & Buzzard's Bay,*	21.451	–	21.451	.813	22.264	7.289	28.740
68	Taunton & Pawtucket,	15.988	.470	16.458	1.439	17.897	1.164	17.622
69	Templeton,	17.873	–	17.873	–	17.873	–	17.873
70	Union,	24.496	4.374	28.870	1.568	30.438	.167	29.037
71	Uxbridge & Blackstone,	9.602	–	9.602	.290	9.892	–	9.602
72	Waltham,	5.594	–	5.594	.052	5.646	–	–
73	Hampshire & Worcester (receiver),	–	–	–	–	–	–	–
	Ware & Brookfield,	11.710	–	11.710	.410	12.120	–	11.710
74	Warren, Brookfield & Spencer,	19.607	–	19.607	.491	20.098	–	19.607
75	Webster & Dudley,	5.650	–	5.650	.187	5.837	–	–
	Webster & Dudley and Worcester & Webster (lessee),	–	–	–	–	–	22.381	22.381

76	Westborough & Hopkinton,	6.369	–	6.369	.062	6.431	–	6.369
77	West End,	181.977	157.939	339.916	40.658	380.574	–	–
78	Western Massachusetts,	9.622	–	9.622	.498	10.120	–	9.622
79	Winnisimmet,	1.043	1.016	2.059	.128	2.187	–	–
80	Woonsocket (of Rhode Island),	21.961	–	21.961	.863	22.824	–	21.961
81	Worcester & Blackstone Valley,	15.740	–	15.740	.620	16.360	1.500	17.240
82	Worcester Consolidated,	125.150	25.699	150.849	3.372	154.221	8.610	159.459
83	Worcester & Holden,	9.384	–	9.384	.580	9.964	2.130	11.514
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	2.700	–	2.700	.550	3.250	–	–
87	Worcester & Shrewsbury Street Ry.,	.425	–	.425	.034	.459	–	–
88	Worcester & Southbridge,	25.960	1.760	27.720	2.990	30.710	2.360	30.080
89	Worcester & Webster,	15.161	–	15.161	.644	15.805	–	–
90	Woronoco,	15.793	.342	16.135	.793	16.928	–	16.135
	Totals,[1]	2,230.020	420.124	2,650.144	153.478	2,803.622	565.573	2,736.052

[1] Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Description of Equipment.						
		78. — Box Passenger Cars.	**79.** — Open Passenger Cars.	**80.** — Total Passenger Cars.	**81.** — Other Service Cars.	**82.** — Snow Plows.	**83.** — Other Vehicles.	**84.** — Electric Motors.
1	Amesbury & Hampton,	2	9	11	–	1	–	22
	Amesbury & Hampton (lessee),	–	–	–	–	–	–	–
2	Amherst & Sunderland,	5	6	11	6	–	–	30
3	Athol & Orange,	8	5	13	–	1	1	28
4	Berkshire,	35	37	72	2	7	10	218
5	Blue Hill,	12	16	28	12	3	1	80
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	1,815	1,523	3,338	92	306	1,168	4,798
8	Boston & Northern,	481	631	1,112	56	146	190	2,507
9	Boston & Revere Electric,	–	–	–	–	–	–	–
10	Boston & Worcester,	47	25	72	6	12	6	239
11	Bristol & Norfolk,	2	3	5	–	1	1	10
12	Brockton & Plymouth,	10	16	26	2	3	3	69
13	Citizens' Electric,	14	26	40	2	3	5	65
14	Connecticut Valley,	20	22	42	10	5	6	106
15	Concord, Maynard & Hudson,	9	7	16	1	2	–	70
16	Conway Electric,	3	2	5	10	1	–	10
17	Cottage City & Edgartown Traction,	2	7	9	2	–	1	8
18	Dartmouth & Westport,	11	12	23	9	2	1	146
19	Dedham & Franklin,	10	3	13	1	2	2	12
20	East Middlesex,	–	–	–	–	–	–	–
21	East Taunton,	3	4	7	1	2	1	18
22	Fitchburg & Leominster,	23	30	53	5	5	29	117
23	Gardner, Westminster & Fitchburg,	9	12	21	3	2	1	42
24	Georgetown, Rowley & Ipswich,*	11	12	23	1	4	2	52
25	Hampshire,	–	–	–	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	19	36	55	3	7	8	70
28	Haverhill & Plaistow,	–	–	–	–	–	–	–
29	Haverhill & Southern New Hampshire,	5	6	11	–	1	–	44
30	Holyoke,	41	66	107	7	7	18	226
31	Hoosac Valley,*	18	19	37	–	3	7	102
32	Interstate Consolidated,	–	–	–	–	–	–	–
33	Lawrence & Methuen,	5	7	12	–	2	–	48
34	Lexington & Boston,	23	38	61	2	7	9	170
35	Linwood,	4	–	4	–	–	–	12
36	Lowell, Acton & Maynard,	–	–	–	–	–	–	–
37	Lowell & Fitchburg,	6	–	6	–	1	–	24
38	Lowell & Pelham,	4	5	9	–	1	–	36
39	Lowell & Woburn,*	5	8	13	1	2	–	28
40	Marlborough & Westborough,	6	6	12	1	2	–	24
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	4	3	7	–	2	–	10
43	Milford, Attleborough & Woonsocket,	10	16	26	–	3	1	102
44	Milford & Uxbridge,	23	20	43	3	8	3	112
45	Mount Tom,	–	–	–	–	–	–	–
46	Nahant & Lynn,	3	12	15	1	1	–	28
47	Natick & Cochituate,	18	20	38	2	4	4	98
48	New Bedford & Onset,	12	24	36	3	4	–	116
49	Newton,	60	79	139	4	9	19	289
50	Newton & Boston,	7	10	17	1	3	7	31
51	Newtonville & Watertown,	–	–	–	–	–	–	–
52	Norfolk & Bristol,	10	12	22	2	2	1	44
53	Northampton,	21	23	44	9	4	9	112
54	North End,	–	–	–	–	–	–	–
55	Norton & Taunton,	10	8	18	3	3	–	46

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Description of Equipment — Concluded.						
		78. — Box Passenger Cars.	**79.** — Open Passenger Cars.	**80.** — Total Passenger Cars.	**81.** — Other Service Cars.	**82.** — Snow Plows.	**83.** — Other Vehicles.	**84.** — Electric Motors.
56	Norwood, Canton & Sharon,	4	3	7	–	1	–	16
57	Old Colony,	304	417	721	73	76	65	1,549
58	Pittsfield Electric,	16	18	34	1	3	–	110
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	2	2	4	–	–	–	8
61	Providence & Fall River,	9	10	19	1	3	1	60
62	Shelburne Falls & Colrain,	3	2	5	8	1	–	6
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	10	5	15	3	3	3	52
65	Springfield,	127	135	262	24	38	17	818
66	Springfield & Eastern,	–	–	–	–	–	–	–
67	Taunton & Buzzard's Bay,*	6	12	18	1	2	–	36
68	Taunton & Pawtucket,	7	8	15	–	1	–	42
69	Templeton,	7	8	15	2	3	–	30
70	Union,	48	66	114	9	9	13	185
71	Uxbridge & Blackstone,	3	6	9	1	1	–	14
72	Waltham,	–	5	5	–	–	–	6
73	Hampshire & Worcester (receiver),	–	–	–	–	–	–	–
	Ware & Brookfield,	4	8	12	–	2	2	28
74	Warren, Brookfield & Spencer,	7	10	17	2	2	1	32
75	Webster & Dudley,	–	–	–	–	–	–	–
	Webster & Dudley and Worcester & Webster (lessee),	9	14	23	2	3	2	78

76	Westborough & Hopkinton,	–	–	–	–	–	–	–
77	West End,	–	–	–	–	–	–	–
78	Western Massachusetts,	3	5	8	–	1	–	32
79	Winnisimmet,	–	–	–	–	–	–	–
80	Woonsocket (of Rhode Island),	16	21	37	2	2	10	73
81	Worcester & Blackstone Valley,	11	12	23	2	3	1	36
82	Worcester Consolidated,	147	169	316	13	36	46	828
83	Worcester & Holden,	3	4	7	3	1	–	28
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	–	–	–
88	Worcester & Southbridge,	13	25	38	22	5	–	154
89	Worcester & Webster,	–	–	–	–	–	–	–
90	Woronoco,	12	19	31	4	3	3	70
	Totals,[1]	3,577	3,759	7,336	433	772	1,669	14,492

[1] Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Volume of Traffic.				Stockholders.		
		85. — Total Passengers Carried.	**86.** — Average Number per Mile of Main Track Operated.	**87.** — Car Miles Run.	**88.** — Number of Employees.	**89.** — Total Number.	**90.** — In Massachusetts.	**91.** — Stock held in Massachusetts.
1	Amesbury & Hampton,	432,183	–	124,100	16	6	5	$500 00
	Amesbury & Hampton (lessee),	52,801	–	19,300	–	–	–	–
2	Amherst & Sunderland,	588,126	37,434	259,830	24	115	111	119,100 00
3	Athol & Orange,	930,500	135,562	145,536	16	13	12	73,300 00
4	Berkshire,	5,161,787	75,419	1,046,178	222	22	14	1,396,300 00
5	Blue Hill,	1,716,711	92,835	388,903	60	59	57	293,000 00
6	Boston & Chelsea,	–	–	–	–	100	71	95,350 00
7	Boston Elevated,	262,267,240	650,144	50,056,608	7,727	3,221	2,788	11,259,800 00
8	Boston & Northern,	88,849,762	173,056	16,467,651	2,582	23	22	10,269,500 00
9	Boston & Revere Electric,	–	–	–	–	16	13	35,200 00
10	Boston & Worcester,	10,279,303	136,401	1,862,136	230	16	15	1,724,900 00
11	Bristol & Norfolk,	234,273	35,642	75,635	8	26	25	99,900 00
12	Brockton & Plymouth,	2,156,879	97,636	443,747	57	61	58	290,000 00
13	Citizens' Electric,	2,220,472	127,386	344,900	70	31	30	233,900 00
14	Connecticut Valley,	3,596,001	79,186	905,301	110	215	212	382,300 00
15	Concord, Maynard & Hudson,	1,159,265	79,593	265,325	30	94	91	173,500 00
16	Conway Electric,	59,532	10,073	30,412	5	97	93	94,850 00
17	Cottage City & Edgartown Traction,	109,367	16,956	17,888	10	10	10	60,000 00
18	Dartmouth & Westport,	3,039,865	101,241	440,590	65	92	84	151,200 00
19	Dedham & Franklin,	500,286	55,104	130,487	16	8	8	75,000 00
20	East Middlesex,	–	–	–	–	117	103	261,800 00
21	East Taunton,	766,789	68,171	157,204	15	64	64	110,000 00
22	Fitchburg & Leominster,	5,071,951	129,947	1,001,964	100	125	120	440,700 00
23	Gardner, Westminster & Fitchburg,	1,336,954	86,122	263,959	45	72	70	183,400 00
24	Georgetown, Rowley & Ipswich,*	1,488,346	–	425,943	49	15	15	240,000 00
25	Hampshire,	–	–	–	–	38	36	50,500 00

26	Hartford & Worcester,	–	–	–	–	7	1	50 00
27	Haverhill & Amesbury,	2,553,084	94,819	527,385	70	20	19	145,000 00
28	Haverhill & Plaistow,	386,347	144,051	68,600	6	6	5	500 00
29	Haverhill & Southern New Hampshire,	999,137	125,804	232,600	17	6	5	500 00
30	Holyoke,	8,310,988	172,786	1,741,001	258	228	185	696,600 00
31	Hoosac Valley,*	2,399,262	–	483,484	100	2	2	400,000 00
32	Interstate Consolidated,	3,410,933	166,063	574,149	118	5	1	55,000 00
33	Lawrence & Methuen,	1,540,585	120,897	357,900	28	6	5	500 00
34	Lexington & Boston,	3,167,442	106,519	710,608	98	8	8	525,000 00
35	Linwood,	243,182	139,679	40,369	6	17	16	11,700 00
36	Lowell, Acton & Maynard,	131,736	67,110	48,574	6	20	20	20,000 00
37	Lowell & Fitchburg,	342,247	–	61,678	18	5	2	200 00
38	Lowell & Pelham,	364,238	115,010	78,100	8	7	6	600 00
39	Lowell & Woburn,*	251,680	–	80,735	38	10	10	143,200 00
40	Marlborough & Westborough,	572,859	42,403	196,124	20	14	13	150,300 00
41	Martha's Vineyard,	–	–	–	–	6	6	8,000 00
42	Medfield & Medway,	512,627	46,564	151,330	18	9	9	100,000 00
43	Milford, Attleborough & Woonsocket,	1,883,935	62,798	461,960	45	68	68	315,000 00
44	Milford & Uxbridge,	3,459,007	99,669	731,196	100	122	17	85,000 00
45	Mount Tom,	–	–	–	–	95	83	83,600 00
46	Nahant & Lynn,	659,903	109,710	127,957	30	38	38	100,000 00
47	Natick & Cochituate,	1,994,652	111,247	527,677	64	16	16	100,000 00
48	New Bedford & Onset,	1,612,219	39,092	361,420	60	185	179	492,400 00
49	Newton,	7,532,926	178,269	1,596,539	223	8	8	722,000 00
50	Newton & Boston,	1,387,143	91,542	446,879	58	8	8	200,000 00
51	Newtonville & Watertown,	–	–	–	–	19	19	50,000 00
52	Norfolk & Bristol,	1,422,108	66,700	437,314	55	16	15	194,000 00
53	Northampton,	3,256,371	133,628	790,763	95	196	157	245,300 00
54	North End,	–	–	–	–	27	26	109,900 00
55	Norton & Taunton,	1,122,745	38,180	360,956	50	73	72	257,000 00

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Volume of Traffic — Concluded.				Stockholders — Concluded.		
		85. — Total Passengers Carried.	**86.** — Average Number per Mile of Main Track Operated.	**87.** — Car Miles Run.	**88.** — Number of Employees.	**89.** — Total Number.	**90.** — In Massachusetts.	**91.** — Stock held in Massachusetts.
56	Norwood, Canton & Sharon,	216,265	35,794	69,825	10	11	11	$62,500 00
57	Old Colony,	53,713,373	152,461	9,971,045	1,724	34	31	7,169,500 00
58	Pittsfield Electric,	3,709,944	129,596	835,002	92	58	55	299,100 00
59	Plymouth, Carver & Wareham,	–	–	–	–	77	75	44,400 00
60	Plymouth & Sandwich,	86,458	14,067	38,484	4	31	26	28,400 00
61	Providence & Fall River,	1,233,317	102,922	256,052	36	34	31	154,700 00
62	Shelburne Falls & Colrain,	192,516	29,482	56,850	11	108	102	42,250 00
63	Somerville,	–	–	–	–	5	5	153,000 00
64	South Middlesex (receiver),	1,722,112	115,967	369,225	42	40	38	99,400 00
65	Springfield,	24,103,073	199,477	5,432,896	569	20	14	813,100 00
66	Springfield & Eastern,	–	–	–	–	106	90	202,100 00
67	Taunton & Buzzard's Bay,*	242,245	–	93,419	27	8	5	75,200 00
68	Taunton & Pawtucket,	1,164,827	66,101	272,483	35	8	5	50,200 00
69	Templeton,	801,731	44,857	234,648	29	80	80	75,000 00
70	Union,	7,353,494	253,245	1,468,000	251	177	161	510,400 00
71	Uxbridge & Blackstone,	576,717	60,062	134,910	10	35	33	80,000 00
72	Waltham,	99,504	–	33,245	–	17	17	100,000 00
73	Hampshire & Worcester (receiver),	73,302	–	26,157	–	–	–	–
	Ware & Brookfield,	412,590	–	123,268	25	7	7	100,000 00
74	Warren, Brookfield & Spencer,	1,110,083	56,617	372,618	36	18	16	145,300 00
75	Webster & Dudley,	–	–	–	–	10	2	200 00
	Webster & Dudley and Worcester & Webster (lessee),	1,478,695	66,069	335,624	70	–	–	–

76	Westborough & Hopkinton,	255,493	40,115	79,185	5	8	8	40,000 00
77	West End,	–	–	–	–	8,209	7,164	14,453,150 00
78	Western Massachusetts,	702,804	73,041	148,945	14	3	3	300,000 00
79	Winnisimmet,	–	–	–	–	36	34	49,800 00
80	Woonsocket (of Rhode Island),	3,062,131	139,435	717,404	87	19	13	281,700 00
81	Worcester & Blackstone Valley,	1,285,036	74,538	349,220	36	8	4	199,600 00
82	Worcester Consolidated,	30,456,133	190,997	5,459,325	808	23	22	3,549,900 00
83	Worcester & Holden,	839,076	72,874	160,489	16	32	32	150,000 00
84	Worcester & Northern,	–	–	–	–	26	26	15,000 00
85	Worcester & Providence,	–	–	–	–	18	17	14,340 00
86	Worcester & Shrewsbury R.R.,	–	–	–	–	6	6	36,700 00
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	6	6	20,000 00
88	Worcester & Southbridge,	3,074,055	102,196	719,872	80	10	3	698,600 00
89	Worcester & Webster,	–	–	–	–	8	3	300 00
90	Woronoco,	1,950,183	120,867	485,540	60	11	10	249,000 00
	Totals,[1]	581,450,906	212,514	114,312,626	16,909	15,175	13,269	$62,729,790 00

[1] Not including in columns 88, 89, 90 and 91 the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	Accidents during the Year ending September 30, 1906.						
		92. — To Passengers.	**93.** — To Employees.	**94.** — To Other Persons.	**95.** — Fatal.	**96.** — Not Fatal.	**97.** — Total.	**98.** — Total during Preceding Year.
1	Amesbury & Hampton,	–	–	–	–	–	–	–
	Amesbury & Hampton (lessee),	–	–	–	–	–	–	2
2	Amherst & Sunderland,	–	–	–	–	–	–	–
3	Athol & Orange,	1	–	–	–	1	1	–
4	Berkshire,	23	4	4	2	29	31	11
5	Blue Hill,	10	1	1	–	12	12	37
6	Boston & Chelsea,	–	–	–	–	–	–	–
7	Boston Elevated,	2,686	96	961	27	3,716	3,743	3,471
8	Boston & Northern,	965	71	85	5	1,116	1,121	623
9	Boston & Revere Electric,	–	–	–	–	–	–	–
10	Boston & Worcester,	26	2	7	3	32	35	54
11	Bristol & Norfolk,	–	–	–	–	–	–	4
12	Brockton & Plymouth,	2	–	1	–	3	3	10
13	Citizens' Electric,	5	–	–	–	5	5	7
14	Connecticut Valley,	7	–	5	–	12	12	24
15	Concord, Maynard & Hudson,	1	–	–	–	1	1	4
16	Conway Electric,	–	–	–	–	–	–	–
17	Cottage City & Edgartown Traction,	–	–	–	–	–	–	–
18	Dartmouth & Westport,	4	–	5	–	9	9	4
19	Dedham & Franklin,	2	–	1	–	3	3	1
20	East Middlesex,	–	–	–	–	–	–	–
21	East Taunton,	–	–	–	–	–	–	1
22	Fitchburg & Leominster,	55	24	10	–	89	89	55
23	Gardner, Westminster & Fitchburg,	10	–	1	–	11	11	5
24	Georgetown, Rowley & Ipswich,	3	–	4	–	7	7	14
25	Hampshire,	–	–	–	–	–	–	–

26	Hartford & Worcester,	–	–	–	–	–	–	–
27	Haverhill & Amesbury,	4	–	1	–	5	5	5
28	Haverhill & Plaistow,	1	–	1	–	2	2	2
29	Haverhill & Southern New Hampshire,	5	–	–	–	5	5	4
30	Holyoke,	43	2	–	3	42	45	35
31	Hoosac Valley,	7	–	1	–	8	8	19
32	Interstate Consolidated,	5	1	–	–	6	6	59
33	Lawrence & Methuen,	12	–	3	–	15	15	16
34	Lexington & Boston,	41	10	9	1	59	60	35
35	Linwood,	–	–	1	1	–	1	–
36	Lowell, Acton & Maynard,	–	–	–	–	–	–	–
37	Lowell & Fitchburg,	–	–	–	–	–	–	–
38	Lowell & Pelham,	–	–	1	–	1	1	2
39	Lowell & Woburn,	1	–	–	–	1	1	–
40	Marlborough & Westborough,	4	1	1	–	6	6	24
41	Martha's Vineyard,	–	–	–	–	–	–	–
42	Medfield & Medway,	2	–	1	–	3	3	1
43	Milford, Attleborough & Woonsocket,	13	–	3	–	16	16	16
44	Milford & Uxbridge,	18	–	2	–	20	20	7
45	Mount Tom,	–	–	–	–	–	–	–
46	Nahant & Lynn,	2	–	–	–	2	2	–
47	Natick & Cochituate,	3	8	7	–	18	18	14
48	New Bedford & Onset,	–	1	2	1	2	3	1
49	Newton,	58	5	34	–	97	97	61
50	Newton & Boston,	7	9	7	2	21	23	9
51	Newtonville & Watertown,	–	–	–	–	–	–	–
52	Norfolk & Bristol,	–	–	–	–	–	–	12
53	Northampton,	7	–	6	–	13	13	20
54	North End,	–	–	–	–	–	–	–
55	Norton & Taunton,	–	–	2	–	2	2	1

Tabulated Statements from Reports of Street Railway Companies — Concluded.

	RAILWAY COMPANIES.	Accidents during the Year ending September 30, 1906 — Concluded.						
		92. — To Passengers.	**93.** — To Employees.	**94.** — To Other Persons.	**95.** — Fatal.	**96.** — Not Fatal.	**97.** — Total.	**98.** — Total during Preceding Year.
56	Norwood, Canton & Sharon,	–	–	–	–	–	–	–
57	Old Colony,	555	81	59	6	689	695	523
58	Pittsfield Electric,	5	–	1	1	5	6	10
59	Plymouth, Carver & Wareham,	–	–	–	–	–	–	–
60	Plymouth & Sandwich,	–	–	–	–	–	–	–
61	Providence & Fall River,	3	–	–	–	3	3	1
62	Shelburne Falls & Colrain,	–	–	–	–	–	–	–
63	Somerville,	–	–	–	–	–	–	–
64	South Middlesex (receiver),	23	2	4	–	29	29	17
65	Springfield,	153	15	61	6	223	229	198
66	Springfield & Eastern,	–	–	–	–	–	–	12
67	Taunton & Buzzard's Bay,	1	–	–	–	1	1	–
68	Taunton & Pawtucket,	1	–	1	–	2	2	–
69	Templeton,	–	–	1	1	–	1	1
70	Union,	18	1	6	2	23	25	40
71	Uxbridge & Blackstone,	–	–	–	–	–	–	–
72	Waltham,	–	–	1	–	1	1	1
73	Hampshire & Worcester (receiver),	–	–	–	–	–	–	–
	Ware & Brookfield,	–	2	2	–	4	4	–
74	Warren, Brookfield & Spencer,	4	–	3	–	7	7	12
75	Webster & Dudley,	–	–	–	–	–	–	–
	Webster & Dudley and Worcester & Webster (lessee),	15	–	2	–	17	17	13

76	Westborough & Hopkinton,	7	–	–	–	7	7	3
77	West End,	–	–	–	–	–	–	–
78	Western Massachusetts,	–	–	–	–	–	–	–
79	Winnisimmet,	–	–	–	–	–	–	–
80	Woonsocket (of Rhode Island),	32	–	1	1	32	33	18
81	Worcester & Blackstone Valley,	15	–	7	–	22	22	11
82	Worcester Consolidated,	310	28	82	7	413	420	223
83	Worcester & Holden,	5	1	–	–	6	6	–
84	Worcester & Northern,	–	–	–	–	–	–	–
85	Worcester & Providence,	–	–	–	–	–	–	–
86	Worcester & Shrewsbury R.R.,	–	–	–	–	–	–	–
87	Worcester & Shrewsbury Street Ry.,	–	–	–	–	–	–	–
88	Worcester & Southbridge,	10	–	5	–	15	15	9
89	Worcester & Webster,	–	–	–	–	–	–	–
90	Woronoco,	–	–	–	–	–	–	4
	Total,	5,190	365	1,403	69	6,889	6,958	5,766

Part II.

Railroad and Street Railway Returns.

RETURN

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Operated by electricity.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	$17,843 09
Operating expenses,	12,284 69
NET EARNINGS FROM OPERATION,	$5,558 40
Charges upon income accrued during the year: taxes,	2,348 09
Surplus for the year ending June 30, 1906,	$3,210 31
Amount of deficit June 30, 1905,	6,277 65
TOTAL DEFICIT JUNE 30, 1906,	$3,067 34
EARNINGS FROM OPERATION.	
Passenger service: gross receipts from passengers,	$13,959 59
Freight service: gross receipts from freight,	3,740 50
Other earnings from operation: rentals from buildings and other property,	143 00
GROSS EARNINGS FROM OPERATION,	$17,843 09
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers,	$400 00
Salaries of clerks and attendants,	400 00
General office expenses and supplies,	63 25
Insurance,	41 20
Law expenses,	3 60
Stationery and printing (general offices),	16 65
TOTAL,	$924 70
Maintenance of way and structures:	
Repairs of roadway and renewals of rails and of ties,	$1,563 13
Repairs and renewals of buildings and fixtures,	47 67
Other expenses of maintaining way and structures: repairs of electric lines,	7 75
TOTAL,	$1,618 55

Conducting transportation:	
Superintendence,	$400 00
Train service,	3,637 28
Train supplies and expenses,	125 54
Car per diem and mileage — balance,	1,033 80
Hire of equipment — balance,	1,551 83
Injuries to persons,	1,071 73
Other expenses of conducting transportation:	
Removing snow and ice,	30 20
Electric power purchased,	1,891 06
TOTAL,	$9,741 44
Recapitulation:	
General expenses,	$924 70
Maintenance of way and structures,	1,618 55
Conducting transportation,	9,741 44
TOTAL OPERATING EXPENSES,	$12,284 69
Percentage of operating expenses to gross earnings,	68.85

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$121,779 19
Due from solvent companies and individuals,	6,853 47
Profit and loss balance (deficit),	3,067 34
TOTAL,	$131,700 00

LIABILITIES.	CR.
Capital stock,	$131,700 00
TOTAL,	$131,700 00

CAPITAL STOCK.

Capital stock authorized by law,	$131,700 00	
Capital stock authorized by votes of company,	131,700 00	
Capital stock issued and outstanding,		$131,700 00
Number of shares issued and outstanding,	1,317	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	1	
Amount of stock held in Massachusetts,	$100 00	

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	282,042
Number of passengers carried one mile,	848,946
Number of passengers carried one mile per mile of road operated,	228,211

Passenger traffic — *Concluded.*	
Average length of journey per passenger,	3.010 miles.
Average amount received per passenger per mile carried,	1.644 cents.
Passenger earnings (gross) per mile of road operated,	$3,752 58
Passenger earnings (gross) per passenger-train mile run,	15.355 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue,	22,258
Number of tons of freight hauled one mile,	68,217
Number of tons of freight hauled one mile per mile of road operated,	18,338
Average length of haul per ton,	3.065 miles.
Average amount received per ton per mile hauled,	5.483 cents.
Freight earnings (gross) per mile of road operated,	$1,005 51
Freight earnings (gross) per freight-train mile run,	1 86
Operating expenses:	
Operating expenses per mile of road operated,	3,302 34
Operating expenses per revenue-train mile run,	13.220 cents.
Train mileage:	
Miles run by passenger trains,	90,912
Miles run by freight trains,	2,013
Total mileage of trains earning revenue,	92,925
Employees:	
Average number of persons employed,	18

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned and Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	3.720	3.720
Length of side track, etc,	1.420	1.420
Total Length of Track Owned,	5.140	5.140
Equipped for Electric Power.		
Length of main line,	3.720	3.720
Length of side track, etc.,	1.420	1.420
Total Length of Electric Track,	5.140	5.140

Railroad Crossings in Massachusetts.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,*	14
Number of highway grade crossings protected by gates,	3
Number of highway grade crossings unprotected,	11
Number of highway bridges 18 feet (or more) above track,	1
Height of lowest highway bridge above track,	18 ft., 3 in.

* All cars come nearly to a stop before reaching a crossing.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	8	-	-	-	-	-	8
Employees, .	-	2	-	-	-	-	-	2
Other persons,	-	-	-	-	-	-	-	-
TOTALS, .	-	10	-	-	-	-	-	10

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Benjamin A. Jackson, *Vice-President*, Providence, R. I. Cornelius S. Sweetland, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Benjamin A. Jackson, Providence, R. I. Albert T. Potter, Providence. R. I. Clarence L. Watson, Attleborough, Mass. Cornelius S. Sweetland, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MARSDEN J. PERRY,
CLARENCE L. WATSON,
ALBERT T. POTTER,
BENJAMIN A. JACKSON,
CORNELIUS S. SWEETLAND,
Directors.
CORNELIUS S. SWEETLAND,
Treasurer.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

PROVIDENCE, SS. PROVIDENCE, Aug. 18, 1906. Then personally appeared the above-named Marsden J. Perry, Clarence L. Watson, Albert T. Potter, Benjamin A. Jackson and Cornelius S. Sweetland, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY V. A. JOSLIN,
Notary Public.

RETURN

OF THE

BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford. A consolidation of the Berkshire, Stockbridge & Pittsfield and West Stockbridge railroad companies approved by the Board June 7, 1905.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	$65,222 00
Dividends received on stocks owned,	600 00
Income from other sources,	52 50
GROSS INCOME,	$65,874 50
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	78 00
NET DIVISIBLE INCOME,	$65,796 50
Dividends declared (6 per cent),	64,722 00
Surplus for the year ending June 30, 1906,	$1,074 50
Amount of surplus June 30, 1905,	275 00
TOTAL SURPLUS JUNE 30, 1906,	$1,349 50

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$1,068,588 68
Stock of Berkshire R.R. Co.,	$3,970 00	
Stock of Stockbridge & Pittsfield R.R. Co.,	2,550 00	
		6,520 00
TOTAL PERMANENT INVESTMENTS,		$1,075,108 68
Cash,	$21,023 82	
Due from solvent companies and individuals,	150 00	
TOTAL CASH AND CURRENT ASSETS,		21,173 82
TOTAL,		$1,096,282 50

Liabilities.	Cr.	
Capital stock,		$1,078,700 00
Current liabilities:		
Dividends not called for,	$52 50	
Miscellaneous current liabilities: dividends due July 15, 1906,	16,180 50	
Total Current Liabilities,		16,233 00
Profit and loss balance (surplus),		1,349 50
Total,		$1,096,282 50

Capital Stock.		
Capital stock authorized by law,	$1,078,700 00	
Capital stock authorized by votes of company,	1,078,700 00	
Capital stock issued and outstanding,		$1,078,700 00
Number of shares issued and outstanding,	10,787	
Number of stockholders,	156	
Number of stockholders in Massachusetts,	72	
Amount of stock held in Massachusetts,	$170,600 00	

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	45.190	45.190
Length of side track, etc.,	18.320	18.320
Total Length of Track Owned,	63.510	63.510

Corporate Name and Address of the Company.

BERKSHIRE RAILROAD COMPANY,

New Haven, Conn.

Names and Business Address of Principal Officers.

Charles S. Mellen, *President*, New Haven, Conn. Charles F. Brooker, *Vice-President*, Ansonia, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. Thomas F. Paradise, *Assistant Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

Names and Residence of Board of Directors.

Charles S. Mellen, New Haven, Conn. George J. Brush, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. William Skinner, Holyoke, Mass. Daniel A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
WILLIAM SKINNER,
CHAS. F. BROOKER,
GEO. J. BRUSH,
Directors.
A. S. MAY,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1906. Then personally appeared the above-named Charles S. Mellen, William Skinner, Charles F. Brooker and Geo. J. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW HAVEN, ss. SEPT. 24, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, A. W. BOWMAN,
Notary Public.

RETURN

OF THE

BOSTON & ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York Central & Hudson River.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road:		
Boston & Albany and leased roads,	$2,078,000 00	
Interest on bonds,	315,000 00	
Organization expenses,	10,000 00	
		$2,403,110 00
Interest received on bonds owned: $5,500,000 New York Central & Hudson River R.R. 3½ per cent debenture bonds,		192,500 00
Income from other sources: interest on loans,		2,185 00
GROSS INCOME,		$2,597,795 00
Expenses and charges upon income accrued during year:		
Salaries and maintenance of organization,	$11,421 69	
Interest on funded debt,	315,110 00	
Rentals paid:		
Ware River R.R. Co., $52,500 00		
Pittsfield & North Adams R.R., 22,500 00		
North Brookfield R.R., 3,000 00		
	78,000 00	
Other expenses and charges upon income: interest on New York Central 3½ per cent bonds,	5,763 31	
TOTAL EXPENSES AND CHARGES UPON INCOME,		410,295 00
NET DIVISIBLE INCOME,		$2,187,500 00
Dividends declared (8¾ per cent),		$2,187,500 00
Amount of surplus June 30, 1905,		$1,543,867 70
TOTAL SURPLUS JUNE 30, 1906,		$1,543,867 70

GENERAL BALANCE SHEET JUNE 30, 1906.	
ASSETS.	DR.
Cost of road,	$28,015,484 61
Cost of equipment,	3,572,400 00
TOTAL PERMANENT INVESTMENTS,	$31,587,884 61

Cash,		$99,788 94	
Due from solvent companies and individuals (New York Central & Hudson River R.R.),		2,459,971 42	
Sinking and other special funds: trustees Ware River R.R. sinking fund,		215,830 19	
Other cash assets:			
New York Central & Hudson River R.R. Co. 3½ per cent debenture bonds,	$5,500,000 00		
American Telephone & Telegraph Co. notes,	20,300 00		
Eastern R.R. Co. bonds,	10,150 00		
		5,530,450 00	
TOTAL CASH AND CURRENT ASSETS,			$8,306,040 55
Other assets and property:			
Improvements at East Boston,		$700,000 00	
Cunard wharf and dock property,		300,000 00	
TOTAL MISCELLANEOUS ASSETS,			1,000,000 00
TOTAL,			$40,893,925 16

LIABILITIES.		CR.
Capital stock,		$25,000,000 00
Funded debt,		8,485,000 00
Current liabilities:		
Dividends not called for,	$27,988 50	
Matured interest coupons unpaid (including coupons due July 1),	26,830 00	
Rentals due and unpaid (including rentals due July 1),	37,500 00	
TOTAL CURRENT LIABILITIES,		92,318 50
Sinking and other special funds:		
Real estate,	$18,988 33	
Dividend fund,	5,500,000 00	
Ware River R.R. sinking fund,	215,830 19	
Interest on New York Central & Hudson River R.R. 3½ per cent bonds,	35,150 97	
Organization expenses,	2,769 47	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		5,772,738 96
Profit and loss balance (surplus),		1,543,867 70
TOTAL,		$40,893,925 16

CAPITAL STOCK.

Capital stock authorized by law,	$30,000,000 00	
Capital stock authorized by votes of company,	25,000,000 00	
Capital stock issued and outstanding,		$25,000,000 00
Number of shares issued and outstanding,	250,000	
Number of stockholders,	8,340	
Number of stockholders in Massachusetts,	7,115	
Amount of stock held in Massachusetts,	$21,656,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Boston & Albany R.R. Co. bonds,	4	Oct. 1, 1913,	$3,627,000 00	$145,080 00
Boston & Albany R.R. Co. refunding bonds,	3½	April 1, 1952,	3,858,000 00	135,030 00
Boston & Albany R.R. Co. terminal bonds,	3½	Jan. 1, 1951,	1,000,000 00	35,000 00
TOTALS,			$8,485,000 00	$315,110 00

SINKING FUNDS.

Amount June 30, 1905, of Ware River R.R. sinking fund,	$207,425 67
Additions during the year to Ware River R.R. sinking fund,	8,404 52
TOTAL SINKING FUNDS JUNE 30, 1906,	$215,830 19

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	199.910	161.350
Length of branch line,	104.180	86.850
TOTAL LENGTH OF LINE OWNED,	304.090	248.200
Length of second track,	215.980	176.420
Length of third track,	16.830	16.830
Length of fourth track,	16.810	16.810
Length of side track, etc.,	287.060	249.590
TOTAL LENGTH OF TRACK OWNED,	840.770	707.850

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,

SOUTH STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President* and *Clerk of Corporation*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. Woodward Hudson, *Attorney*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. Augustus G. Bullock, Worcester, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Eben S. Draper, Hopedale, Mass. Reginald Foster, Manchester, Mass. Edward D. Hayden, Woburn, Mass. Albert C. Houghton, North Adams, Mass. James A. Rumrill, Springfield, Mass. Charles S. Sargent, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM BLISS,
EDWARD D. HAYDEN,
EDWARD L. DAVIS,
J. A. RUMRILL,
A. G. BULLOCK,
ZENAS CRANE,
EBEN S. DRAPER,
REGINALD FOSTER,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 26, 1906. Then personally appeared the above-named William Bliss, Edward D. Hayden, Edward L. Davis, A. G. Bullock and Zenas Crane, on Sept. 28, 1906, Eben S. Draper and Frank H. Ratcliffe, and on Oct. 10, 1906, James A. Rumrill and Reginald Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK I. JAQUITH,
Notary Public.

RETURN

OF THE

BOSTON & ALBANY RAILROAD

(NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY, LESSEE)

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$11,620,497 11
Operating expenses,			7,458,625 33
NET EARNINGS FROM OPERATION,			$4,161,871 78
Charges upon income accrued during the year:			
Taxes,		$1,316,981 41	
Rentals of leased roads:			
Boston & Albany R.R.,	$2,325,110 00		
Pittsfield & North Adams R.R.,	22,500 00		
Ware River R.R.,	52,500 00		
North Brookfield R.R.,	3,000 00		
Chester & Becket R.R.,	724 10		
Providence, Webster & Springfield R.R.,	7,753 23		
		2,411,587 33	
Other deductions from income: use joint facilities; fixed interest basis,		122,500 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			3,851,068 74
TOTAL SURPLUS FROM OPERATION FOR YEAR ENDED JUNE 30, 1906,			$310,803 04

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	$4,427,768 15		
Deductions:			
Tickets redeemed,		$14,014 95	
Excess fares refunded,		22,123 40	
Total deductions,		$36,138 35	
NET REVENUE FROM PASSENGERS (*carried forward*),			$4,391,629 80

Earnings from Operation — Concluded.

Department of Service.	Gross Receipts.	Deductions.	Earnings.
Amount brought forward,			$4,391,629 80
From mails,	$474,757 61		
From express,	387,206 68		
From extra baggage and storage,	41,934 04		
Other earnings, passenger service:			
Parcel,	4,141 25		
Milk,	843 88		
Newspapers,	33,793 52		
			942,676 98
Total Earnings, Passenger Service,			$5,334,306 78
Freight service:			
Gross receipts from freight,	$5,998,133 06		
Deductions:			
Overcharge to shippers,		$136,995 16	
Net Revenue from Freight,			$5,861,137 90
Other earnings, freight service, miscellaneous,			9,631 39
Total Earnings, Freight Service,			$5,870,769 29
Total Passenger and Freight Earnings,			$11,205,076 07
Other earnings from operation:			
Rentals from tracks, yards and terminals,	$11,250 00		
Rentals from buildings and other property,	204,104 02		
From other sources,	200,067 02		
Total Other Earnings,			415,421 04
Gross Earnings from Operation,			$11,620,497 11

Expenses of Operation.

General expenses:	
Salaries of general officers,	$35,174 96
Salaries of clerks and attendants,	102,768 97
General office expenses and supplies,	5,111 50
Insurance,	54,378 77
Law expenses,	10,632 03
Stationery and printing (general offices),	5,254 06
Other general expenses,	17,903 18
Total,	$231,223 47
Maintenance of way and structures:	
Repairs of roadway,	$594,336 50
Renewals of rails,	57,387 35
Renewals of ties,	158,283 82
Repairs and renewals of bridges and culverts,	284,820 85
Repairs and renewals of fences, road crossings, signs and cattle guards,	28,183 97
Repairs and renewals of buildings and fixtures,	97,563 41
Repairs and renewals of docks and wharves,	1,568 13
Repairs and renewals of telegraph,	2,321 57
Stationery and printing,	3,504 85
Other expenses of maintaining way and structures,	648 39
Total,	$1,228,618 84

Maintenance of equipment:	
Superintendence,	$36,836 28
Repairs and renewals of locomotives,	508,326 67
Repairs and renewals of passenger cars,	190,855 81
Repairs and renewals of freight cars,	351,305 49
Repairs and renewals of work cars (credit),	4,588 17
Repairs and renewals of shop machinery and tools,	46,359 69
Stationery and printing,	3,605 55
Other expenses of maintaining equipment,	105,122 95
TOTAL,	$1,237,824 27
Conducting transportation:	
Superintendence,	$100,964 69
Engine and roundhouse men,	801,522 92
Fuel for locomotives,	1,224,040 39
Water supply for locomotives,	57,951 50
Oil, tallow and waste for locomotives,	47,164 67
Other supplies for locomotives,	18,347 81
Train service,	564,509 58
Train supplies and expenses,	156,788 48
Switchmen, flagmen and watchmen,	345,002 14
Telegraph expenses,	41,781 37
Station service,	552,262 06
Station supplies,	102,019 11
Car per diem and mileage — balance,	215,483 37
Hire of equipment — balance,	4,213 86
Loss and damage,	75,096 85
Injuries to persons,	70,480 47
Clearing wrecks,	7,351 59
Operating marine equipment,	95,108 83
Advertising,	16,726 42
Outside agencies,	137,580 18
Stock yards and elevators,	27,504 49
Rentals for tracks, yards and terminals,	41,939 86
Rentals of buildings and other property,	11,856 73
Stationery and printing,	34,623 16
Other expenses of conducting transportation,	10,638 22
TOTAL,	$4,760,958 75
Recapitulation:	
General expenses,	$231,223 47
Maintenance of way and structures,	1,228,618 84
Maintenance of equipment,	1,237,824 27
Conducting transportation,	4,760,958 75
TOTAL OPERATING EXPENSES,	$7,458,625 33
Percentage of operating expenses to gross earnings,	64.19

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	10,959,511
Number of passengers carried one mile,	264,263,062
Number of passengers carried one mile per mile of road operated (377 77 miles),	699,534
Average length of journey per passenger,	24.113 miles.
Average amount received per passenger per mile carried,	1.662 cents.

Passenger traffic — *Concluded.*	
Passenger earnings (gross) per mile of road operated,	$14,120 51.000
Passenger earnings (gross) per passenger-train mile run,	1 48.789
Freight traffic:	
Number of tons of freight hauled earning revenue,	5,850,785
Number of tons of freight hauled one mile,	652,269,923
Number of tons of freight hauled one mile per mile of road operated (392.49 miles),	1,661,877
Average length of haul per ton,	111.480 miles.
Average amount received per ton per mile hauled,	.899 cents.
Freight earnings (gross) per mile of road operated,	$14,957 76.000
Freight earnings (gross) per freight-train mile run,	2 30.005
Operating expenses:	
Operating expenses per mile of road operated (392.49 miles),	$19,003 35.000
Operating expenses per revenue-train mile run,	1 22.260
Train mileage:	
Miles run by passenger trains,	3,548,197
Miles run by freight trains,	2,515,500
Miles run by mixed trains,	36,950
Total mileage of trains earning revenue,	6,100,647
Miles run by switching trains,	23,162
Miles run by construction and other trains,	108,224
Total train mileage,	6,232,033
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	1.537 cents.
Average rate of fare per mile received for mileage tickets,	2.000 "
Average rate of fare per mile received for time and commutation tickets,	.883 "
Average rate of fare per mile received for interline tickets,	1.954 "
Average rate received per ton mile for local freight,	2.217 "
Average rate received per ton mile for interline freight,	.719 "
Passengers to and from Boston:	
Number of passengers to Boston,	3,855,893
Number of passengers from Boston,	3,865,059
Employees:	
Average number of persons employed,	5,468

Description of Railroad Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	199.910	161.350
Length of branch line, and line owned by other companies,	192.580	175.250
Total Length of Line Operated,	392.490	336.600
Length of second track,	215.980	176.420
Length of third track,	16.830	16.830
Length of fourth track,	16.810	16.810
Length of side track, etc.,	310.360	272.890
Total Length of Track Operated,	952.470	819.550
Equipped for Electric Power.		
Length of branch line,	1.090	1.090
Total Length of Electric Track,	1.090	1.090

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.			Lbs.	Lbs.
Inspection,	1	1	147,000	147,000
Passenger,	115	115	361,200	220,085
Freight,	144	144	361,800	225,495
Switching, etc.,	32	32	176,200	137,709
TOTAL,	292	292	-	-

DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Number Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars,	231	231	231	National, Gould, Trojan.
Combination cars,	50	50	50	National, Gould, Trojan.
Dining cars,	3	3	3	Gould.
Baggage, express and mail cars,	83	83	83	National, Gould, Trojan.
Other cars in passenger service,	10	10	10	Gould, Trojan.
TOTAL,	377	377	377	
CARS — FREIGHT SERVICE.				
Box cars,	1,963	1,961	1,963	Trojan, Gould, Thurmond, Dowling.
Flat cars,	320	304	320	Trojan, Gould, Thurmond.
Stock cars,	20	20	20	Trojan, Dowling, Thurmond.
Coal cars,	951	921	951	Trojan, Dowling, Thurmond, Gould.
TOTAL,	3,254	3,206	3,254	
CARS — COMPANY'S SERVICE.				
Officers' and pay cars,	5	5	5	National, Gould.
Gravel cars,	219	124	152	Empire, Park, Trojan, Tower.
Derrick cars,	17	14	17	Trojan.
Caboose cars,	101	101	101	Gould, Trojan.
Other cars in company's service,	101	61	101	Gould, Trojan.
TOTAL,	443	305	376	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 355
Number of 12-wheel cars in passenger service with brakes for *all* wheels, 22

Railroad Crossings in Massachusetts.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	197
Number of highway grade crossings protected by gates,	40
Number of highway grade crossings protected by flagmen,	19
Number of highway grade crossings unprotected,	138
Number of highway grade crossings finally abolished during the year,	4
Number of highway grade crossings now in process of abolition,	10
Number of highway grade crossings for abolition of which petition is pending,	18
Number of highway bridges 18 feet (or more) above track,	52
Number of highway bridges less than 18 feet above track,	103
Height of lowest highway bridge above track,	14 ft., 11 in.
Crossings with Other Railroads.	
Crossings of railroad with other railroads at grade (15 in number), viz.: New York, New Haven & Hartford Railroad, Taunton Division, South Framingham. New York, New Haven & Hartford Railroad, Providence Division, Worcester. New York, New Haven & Hartford Railroad, Norwich Division, Worcester. New York, New Haven & Hartford Railroad, Norwich Division, South Worcester. Worcester Viaduct Company, Worcester. Central Vermont Railway, Southern Division, Palmer. Central Vermont Railway, Southern Division, Barrett's Junction. New York, New Haven & Hartford Railroad, Boston & Maine transfer tracks, Springfield. New York, New Haven & Hartford Railroad, Northampton Division, Westfield. Boston & Maine Railroad, Fitchburg Division, Baldwinville. Boston & Maine Railroad, Fitchburg Division, Somerville. Boston & Maine Railroad, Eastern Division, Charlestown. Boston & Maine Railroad, Western Division, Charlestown. Boston & Maine Railroad, Mystic Branch, Charlestown. Boston & Maine Railroad, Fitchburg Division, Cheshire Branch, Winchendon.	
Number of above crossings at which interlocking signals are established,	13

New Bridges Built during the Year.

Number and Location.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
111, Springfield,	Through lattice pile.	Sub-divided Pratt pile.	1,260 feet, 2 tracks,	Boston Br. Wrks.
323, Cottage Farm,	Draw span,	Draw span 2 pl. girder spans.	688.67 feet, 1 track,	Wm. L. Miller.
			61.47 feet, 1 track,	N. E. Struct. Co.
			75.50 feet, 1 track,	N. E. Struct. Co.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
132, Chester, . . .	Through lattice, . .	12-inch track stringers removed and replaced with 15-inch beams.
140, Middlefield, . . .	Through lattice, . .	12-inch track stringers removed and replaced with 15-inch beams.
173, Pittsfield, . . .	Through lattice, . .	Additional track stringers put in.

Total length of pile and trestle bridging, ... 3,397.12 feet.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board).

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	1	12	-	2	1	14	1	15
Employees, .	-	75	7	147	7	222	9	254
Other persons,	-	4	24	14	24	18	29	22
TOTALS, .	1	91	31	163	32	254	39	291

CORPORATE NAME AND ADDRESS OF THE OPERATING COMPANY.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY,
GRAND CENTRAL STATION, NEW YORK, N. Y.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar Van Etten, *Vice-President of Lessee Company, in charge*, Boston, Mass. Edward L. Rossiter, *Treasurer*, Grand Central Station, New York, N. Y. Woodward Hudson, *Attorney*, Boston, Mass. Richard A. White, *Auditor*, Grand Central Station, New York, N. Y. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Howard M. Biscoe, *General Freight Agent*, Boston, Mass. Joseph B. Stewart, *Superintendent*, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

E. L. ROSSITER,
Treasurer of Lessee Company.
RICHARD A. WHITE,
Chief Accounting Officer of Lessee Company.

STATE OF NEW YORK.

NEW YORK, ss. Then personally appeared the above-named E. L. Rossiter, treasurer, and Richard A. White, auditor, of the New York Central & Hudson River Railroad Company, lessee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, LOUIS BENDER,
Notary Public, New York County, N. Y.

RETURN

OF THE

BOSTON & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$868,043 67
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$7,000 00	
Interest on funded debt,	333,091 67	
TOTAL EXPENSES AND CHARGES UPON INCOME,		340,091 67
NET DIVISIBLE INCOME,		$527,952 00
Dividends declared (8 per cent.),		$527,952 00
Amount of surplus June 30, 1905,		$1,436,063 91
TOTAL SURPLUS JUNE 30, 1906,		$1,436,063 91

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.		DR.
Cost of road,		$12,396,933 93
Cost of equipment,		833,583 94
Stock of St. Johnsbury & Lake Champlain R.R. Co.,	$360,470 50	
Stock of Essex Marine Ry. Co.,	3,775 00	
Stock of Peterborough R.R. Co.,	19,860 00	
		384,105 50
Bonds of Central Massachusetts R.R. Co.,	$2,000,000 00	
Bonds of St. Johnsbury & Lake Champlain R.R. Co.,	895,000 00	
		2,895,000 00
TOTAL PERMANENT INVESTMENTS,		$16,509,623 37
Cash,	$16,955 52	
Due from solvent companies and individuals,	606,819 78	
TOTAL CASH AND CURRENT ASSETS,		623,775 30
TOTAL,		$17,133,398 67

Liabilities.		Cr.
Capital stock,		$6,599,400 00
Funded debt,		8,528,000 00
Current liabilities:		
Dividends not called for,	$264,040 00	
Matured interest coupons unpaid (including coupons due July 1),	37,932 50	
Total Current Liabilities,		301,972 50
Accrued liabilities: interest accrued and not yet due,		58,265 02
Sinking and other special funds:		
Premium on capital stock,	$97,824 19	
Premium and discount on bonds,	99,617 78	
Miscellaneous account,	12,255 27	
Total Sinking and Other Special Funds,		209,697 24
Profit and loss balance (surplus),		1,436,063 91
Total,		$17,133,398 67

Property Accounts.		
Additions to construction account:		
Bridges and culverts,	$447 00	
Lands, land damages,	22,052 30	
Real estate and buildings,	950 00	
Wharves and wharf property,	26,729 75	
Total Additions to Construction Account,		$50,179 05

Capital Stock.		
Capital stock authorized by law,	$7,379,400 00	
Capital stock authorized by votes of company,	6,599,400 00	
Capital stock issued and outstanding,		$6,599,400 00
Number of shares issued and outstanding,	65,994	
Number of stockholders,	2,161	
Number of stockholders in Massachusetts,	1,848	
Amount of stock held in Massachusetts,	$4,837,400 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Debentures: —	Per Cent.			
Bonds dated September, 1885,	4	Sept., 1905,	-	$10,000 00*
Bonds dated November 1, 1886,	4	Nov. 1, 1906,	$500,000 00	20,000 00
Bonds dated June 1, 1887,	4	June 1, 1907,	2,000,000 00	80,000 00
Bonds dated July 1, 1887,	4	July 1, 1907,	325,000 00	13,000 00
Bonds dated April 1, 1889,	4	April 1, 1909,	350,000 00	14,000 00
Amounts carried forward,			$3,175,000 00	$137,000 00

* Four per cent. bonds of September, 1905, were refunded with 3½ per cent. bonds, making payment of $10,000 for interest September, 1905, and $8,750 March, 1906, on new bonds.

FUNDED DEBT — Concluded.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Amounts brought forward, . .	Per Cent.	. . .	$3,175,000 00	$137,000 00
Bonds dated April 1, 1892, . . .	4	April 1, 1932,	1,000,000 00	40,000 00
Bonds dated February 1, 1893, . .	4	Feb. 1, 1913,	1,000,000 00	40,000 00
Bonds dated March 1, 1895, . .	4	March 1, 1915,	500,000 00	20,000 00
Bonds dated July 1, 1896, . . .	4	July 1, 1916,	750,000 00	30,000 00
Bonds dated October 1, 1897, . .	4	Oct. 1, 1917,	200,000 00	8,000 00
Bonds dated October 1, 1898, . .	4	Oct. 1, 1918,	214,000 00	8,560 00
Bonds dated July 1, 1899, . . .	3½	July 1, 1919,	620,000 00	21,700 00
Bonds dated January 1, 1901, . .	3½	Jan. 1, 1921,	319,000 00	11,165 00
Bonds dated May 1, 1903, . . .	3½	May 1, 1923,	250,000 00	8,750 00
Bonds dated September 1, 1905, . .	3½	Sept. 1, 1925,	500,000 00	8,750 00*
TOTALS, ...	. .	. . .	$8,528,000 00	$333,925 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated statement in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, ...	26.270	26.270
Length of branch line,†	85.000	70.200
TOTAL LENGTH OF LINE OWNED, ...	111.270	96.470
Length of second track, ...	41.430	41.430
Length of side track, etc., ...	134.400	127.790
TOTAL LENGTH OF TRACK OWNED,*	287.100	265.690

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter C. Baylies, *President*, Boston, Mass. Charles E. Cotting, *Vice-President*, Boston, Mass. Henry B. Cabot, *Treasurer and Clerk of Corporation*, Boston, Mass.

* Four per cent. bonds of September, 1905, were refunded with 3½ per cent. bonds, making payment of $10,000 for interest September, 1905, and $8,750 March, 1906, on new bonds.

† Includes one-half of the mileage of the Manchester & Keene Railroad.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter C. Baylies, Boston, Mass. T. Jefferson Coolidge, Manchester, Mass. Francis L. Higginson, Boston, Mass. Edwin Morey, Boston, Mass. Charles E. Cotting, Boston, Mass. George A. Gardner, Boston, Mass. Henry B. Cabot, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WALTER C. BAYLIES,
F. L. HIGGINSON,
HENRY B. CABOT,
CHAS. E. COTTING,
Directors.
HENRY B. CABOT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. AUGUST, 1906. Then personally appeared the above-named Henry B. Cabot, and made oath that the foregoing certificate subscribed to by him is, to the best of his knowledge and belief, true.

Before me, CHARLES H. HODSKINSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. AUGUST, 1906. Then personally appeared the above-named Walter C. Baylies, and made oath that the foregoing certificate subscribed to by him is, to the best of his knowledge and belief, true.

Before me, CHARLES H. HODSKINSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. SEPT. 14, 1906. Then personally appeared the above-named F. L. Higginson and Charles E. Cotting, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. W. BRAINARD,
Notary Public.

RETURN

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,			$39,214,202 86
Operating expenses,			29,353,368 57
NET EARNINGS FROM OPERATION,			$9,860,834 29
Dividends received on stocks owned:			
Maine Central R.R. (25,160 shares, 7 per cent),	$176,120 00		
York Harbor and Beach R.R. (5,104 shares, par $50, 2 per cent),	5,104 00		
St. John Bridge & R'y Extension Co. (stock sold) 1 per cent,	102 00		
Suncook Valley R.R. (owned by C. & M. R.R., 630⅝ shares, 6 per cent),	3,783 60		
Pemigewasset Valley R.R. (owned by C. & M. R.R., 381 shares, 6 per cent),	2,286 00		
New Boston R.R. (owned by C. & M. R.R., 100 shares, 4 per cent),	400 00		
Mt. Washington R'y (owned by C. & M. R.R., 2,115 shares, 4 per cent),	8,460 00		
Vermont Valley R.R. (owned by Conn. River R.R., 9,734 shares, par $50, 10 per cent),	48,670 00		
Peterborough R.R. (owned by B. & L. R.R., 331 shares, 4 per cent),	1,324 00		
		$246,249 60	
Interest received on bonds owned:			
Woodsville Aqueduct Co. (owned by B. & M. R.R., $5,450, 1 year, 4 per cent),	$218 00		
Woodsville Aqueduct Co. (owned by C. & M. R.R., $10,000, 1 year, 4 per cent),	400 00		
Montreal & Atlantic R'y ($108,000, 18 months, 5 per cent),	8,100 00		
Fitchburg R.R. ($46,000, 6 months, 3½ per cent),	805 00		
		9,523 00	

Miscellaneous income, less expense of collecting:				
Rents of tenements, lands, etc.,	$347,803 39			
Less expenses,	72,564 44			
		$275,238 95		
Bridge tolls,	$10,876 35			
Less expenses,	2,581 63			
		8,294 72		
Interest received,		41,894 47		
Sundry items,		40,884 51		
			$366,312 65	
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,				$622,085 25
GROSS INCOME ABOVE OPERATING EXPENSES,				$10,482,919 54
Charges upon income accrued during the year:				
Interest on funded debt,			$1,366,854 62	
Interest and discount on unfunded debts and loans (real estate mortgages, etc.),			107,815 81	
Taxes,			1,745,490 16	
Rentals of leased roads:				
Fitchburg R R,		$1,791,357 55		
Concord & Montreal R.R.,		812,209 05		
Boston & Lowell R.R.,		768,043 66		
Connecticut River R.R.,		373,065 00		
Wor., Nash. & Roch. R.R.,		250,000 00		
Vermont & Mass. R R.,		221,600 00		
Conn. & Pass. Rivers R.R.,		213,000 00		
Northern R.R.,		216,104 00		
Nashua & Lowell R.R.,		73,000 00		
Lowell & Andover R R.,		52,500 00		
Manchester & Law. R.R.,		112,960 00		
Stony Brook R.R.,		21,500 00		
Wilton R.R.,		20,400 00		
Peterborough R.R.,		15,700 00		
Concord & Portsm'th R.R.,		25,000 00		
Pemigewasset Valley R.R.,		32,790 00		
Suncook Valley R.R,		14,700 00		
Massawippi Valley Ry.,		40,000 00		
Kenneb'k & K'b'kport R.R.,		2,925 00		
New Boston R.R.,		2,800 00		
Troy & Bennington R.R.,		15,400 00		
Newport & Richford R R.,	$17,500 00			
Sub-let for,	18,000 00			
Credit,		500 00		
			5,074,554 26	
Payments to sinking and other special funds:				
Sinking fund, Eastern R.R.,		$100,000 00		
Sinking fund, Boston & Maine R.R.,		36,285 00		
			136,285 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,				8,430,999 85
NET DIVISIBLE INCOME,				$2,051,919 69

Dividends declared during the year payable on —		
October 2, 1905, 1¾ per cent on $23,509,400, common,	$411,414 50	
January 1, 1906, 1¾ per cent on $23,509,400, common,	411,414 50	
April 2, 1906, 1¾ per cent on $23,509,400, common,	411,414 50	
July 2, 1906, 1¾ per cent on $23,509,400, common,	411,414 50	
September 1, 1905, 3 per cent on $3,149,800, preferred,	94,494 00	
March 1, 1906, 3 per cent on $3,149,800, preferred,	94,494 00	
TOTAL DIVIDENDS DECLARED,		$1,834,646 00
Surplus for the year ending June 30, 1906,		$217,273 69
Amount of surplus June 30, 1905,		2,494,140 56
Credits to profit and loss account during the year: by sinking funds or certificates of indebtedness, Eastern R.R. company purchased and cancelled by trustees,	$97,450 00	
	$97,450 00	
Debits to profit and loss account during the year: amount transferred to contingent fund,	217,273 69	
NET AMOUNT DEBITED TO PROFIT AND LOSS,		119,823 69
TOTAL SURPLUS JUNE 30, 1906,		$2,591,590 56

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	$13,430,305 43		
Deductions:			
Tickets redeemed,		$28,523 17	
Excess fares refunded,		110,197 90	
Total deductions,		$138,721,07	
NET REVENUE FROM PASSENGERS,*			$13,291,584 36
From mails,	$525,343 82		
From express,	1,271,922 21		
From extra baggage and storage,	146,569 61		
			1,943,835 64
TOTAL EARNINGS, PASSENGER SERVICE,†			$15,235,420 00
Freight service:			
Gross receipts from freight,	$23,467,187 86		
Deductions:			
Overcharge to shippers,		$112,639 05	
NET REVENUE FROM FREIGHT, (*carried forward*),			$23,354,548 81

* Account steam roads, $13,088,197.94; account electric street railways, $203,386.40.

† $15,031,528.66, steam roads; $203,891.34, electric street railways.

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Amount brought forward,			$23,354,548 81
From stock yards,	$4,080 52		
From elevators,	116,452 91		
Other earnings, freight service: storage and miscellaneous,	242,831 01		
			363,364 44
TOTAL EARNINGS, FREIGHT SERVICE,			$23,717,913 25
TOTAL PASSENGER AND FREIGHT EARNINGS,			$38,953,333 25
Other earnings from operation:			
Switching charges — balance,	$129,636 96		
Telegraph companies,	20,432 14		
Rentals from tracks, yards and terminals,	48,814 87		
From other sources:			
Hire of equipment,	36,227 41		
Steamer "Mt. Washington,"	20,201 95		
Steamer "Lady of the Lake,"	5,556 28		
TOTAL OTHER EARNINGS,			260,869 61
GROSS EARNINGS FROM OPERATION,			$39,214,202 86

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	$123,775 00
Salaries of clerks and attendants,	241,982 97
General office expenses and supplies,	27,057 80
Insurance,	262,690 00
Law expenses,	171,313 75
Stationery and printing (general offices),	20,360 73
Other general expenses:	
Miscellaneous expenses,	32,415 84
Contribution to San Francisco Earthquake Relief Fund,	10,000 00
TOTAL,	$889,596 09
Maintenance of way and structures:	
Repairs of roadway,	$2,712,191 68
Renewals of rails,	477,040 90
Renewals of ties,	712,644 15
Repairs and renewals of bridges and culverts,	252,571 93
Repairs and renewals of fences, road crossings, signs and cattle guards,	195,464 18
Repairs and renewals of buildings and fixtures,	923,758 56
Repairs and renewals of docks and wharves,	62,992 44
Repairs and renewals of telegraph,	15,597 07
Stationery and printing,	4,575 41
Other expenses of maintaining way and structures:	
Repairs of electric lines,	3,249 74
Tools and machinery,	14,354 56
Miscellaneous expenses,	8,861 33
TOTAL,	$5,383,301 95

Maintenance of equipment:	
Superintendence,	$123,635 24
Repairs and renewals of locomotives (includes $720,779.10 new locomotives),	2,005,959 34
Repairs and renewals of passenger cars (includes $322,590 32 new passenger cars),	928,261 80
Repairs and renewals of freight cars (includes $33,057.79 new freight cars),	1,051,719 29
Repairs and renewals of work cars,	46,276 78
Repairs and renewals of marine equipment,	2,793 16
Repairs and renewals of shop machinery and tools,	77,582 95
Stationery and printing,	8,347 91
Other expenses of maintaining equipment: Miscellaneous expenses (watching, etc),	170,864 11
TOTAL,	$4,415,440 58
Conducting transportation:	
Superintendence,	$339,941 60
Engine and roundhouse men,	2,707,980 53
Fuel for locomotives,	4,528,276 72
Water supply for locomotives,	176,969 54
Oil, tallow and waste for locomotives,	83,355 49
Other supplies for locomotives,	28,292 85
Train service,	2,171,475 60
Train supplies and expenses,	457,351 19
Switchmen, flagmen and watchmen,	2,187,142 82
Telegraph expenses,	336,101 61
Station service,	2,808,324 65
Station supplies,	340,904 16
Car per diem and mileage — balance,	871,383 73
Loss and damage,	268,327 24
Injuries to persons,	710,922 46
Clearing wrecks,	48,222 61
Operating marine equipment,	17,168 56
Advertising,	106,278 84
Outside agencies,	94,975 77
Stock yards and elevators,	59,166 39
Rentals for tracks, yards and terminals,	30,584 49
Rental of buildings and other property,	29,269 32
Stationery and printing,	179,833 33
Other expenses of conducting transportation:	
Electric motive power,	56,084 43
Miscellaneous expense,	26,696 02
TOTAL,	$18,665,029 95
Recapitulation:	
General expenses,	$889,596 09
Maintenance of way and structures,	5,383,301 95
Maintenance of equipment,	4,415,440 58
Conducting transportation,	18,665,029 95
TOTAL OPERATING EXPENSES,*	$29,353,368 57
Percentage of operating expenses to gross earnings,	74.854

* Steam roads, $29,139,470.69; electric street railways, $213,897.88.

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$43,837,275 30
Cost of equipment,		8,602,430 81
Real estate, Nashua, N. H.,	$224,077 57	
Real estate, Fabyan, N. H.,	1,631 98	
Land at Somerville, Mass.,	494,563 44	
Land at Medford, Mass.,	38,192 64	
Land at Malden, Mass.,	28,383 40	
Land at Melrose and Melrose Highlands, Mass.,	3,000 00	
Land at Wakefield, Mass.,	12,301 17	
Land at Boxford, Mass ,	325 15	
Land at Georgetown, Mass.,	825 00	
Land at Lawrence, Mass.,	8,840 87	
Land at Dover, N. H.,	20,234 69	
Land at Rollinsford, N. H.,	1,051 00	
Land at Saco and Biddeford, Me.,	23,701 65	
Land at Kennebunk, Me ,	461 75	
Land at Old Orchard, Me.,	7,648 52	
Land at Portland, Me ,	27,349 29	
Land at Bar Harbor, Me.,	45,104 37	
Land at Boston, Mass.,	190,894 99	
Land at Everett, Mass ,	29,784 36	
Land at Chelsea, Mass.,	21,836 30	
Land at Revere, Mass.,	19,517 92	
Land at Cliftondale, Mass.,	4,565 00	
Land at Saugus, Mass.,	525 00	
Land at Lynn, Mass.,	72,574 81	
Land at Swampscott, Mass ,	20,617 41	
Land at Marblehead, Mass.,	2,727 58	
Land at Salem, Mass.,	1,000 00	
Land at Peabody, Mass.,	201 35	
Land at Danvers, Mass.,	1,000 00	
Land at Beverly, Mass.,	12,579 60	
Land at Hamilton, Mass ,	5,000 00	
Land at Manchester, Mass.,	1,000 00	
Land at Rockport, Mass.,	1,719 36	
Land at Newbury, Mass.,	300 00	
Land at Newburyport, Mass.,	7,519 38	
Land at Hampton, N. H.,	150 70	
Land at Portsmouth, N. H ,	4,690 70	
Land at Wells, Me.,	64 12	
Land at Rochester, N H.,	2,200 00	
Land at Clematis Brook, Mass., etc.,	503 72	
Land at Arlington, Mass.,	2,500 00	
Land at Wilmington, Mass ,	561 50	
Land at Chelmsford, Mass.,	1,500 00	
Land at Lowell, Mass.,	4,613 80	
Land at Harrisville, N. H.,	150 00	
Land at Marlborough, N. H ,	65 00	
Land at Fremont, N. H.,	400 00	
Land at Windham, N. H.,	81 70	
Land on line of N. A. & B. Branch,	334 00	
Land at Kingston, N. H.,	142 10	
Land at Ayer, Mass.,	30 87	
Land at Madison, N. H.,	231 25	
Land at Andover, N. H.,	501 87	
Land at North Hampton, N. H.,	1,264 40	
Land at Haverhill, Mass.,	1,301 15	
Land at Manchester, N. H.,	480 66	
Land at Barrington, N. H.,	483 70	

Land at Barre, Mass.,	$143 87	
Land at South River, Mass.,	8,257 44	
TOTAL,		$1,361,708 10
Stock of Fitchburg R.R., common, 54,547 shares,	$5,454,549 75	
Stock of Maine Central R.R., 25,160 shares,	2,516,000 00	
Stock of Boston & Maine R.R., common, 11,282 shares,	1,293,559 95	
Stock of York Harbor & Beach R.R., 5,104 shares, par $50,	250,875 00	
Stock of Portland Union Railway Station Co., 250 shares,	25,000 00	
Stock of St. Johnsbury & L. Champlain R.R., 809 shares, par $50,	4,303 56	
Stock of Newburyport R.R., 1,802 shares,	5,406 00	
Stock of Danvers R.R., 540 shares,	2,552 00	
Stock of Portsmouth Bridge, 400 shares,	4,000 00	
Stock of Montreal & Atlantic Ry. Co., 373 shares,	3,000 00	
Stock of Concord & Claremont N. H., R.R., 102 shares,	4,140 00	
Stock of Proprietors Wells River Bridge, 11 shares,	1,090 00	
TOTAL,		9,564,476 26
Bonds of Newburyport R.R. ($300,000),	$300,000 00	
Bonds of Danvers R.R. ($125,000),	125,000 00	
Bonds of St. Johnsbury & Lake Champlain R.R. Co. ($432,000),	432,000 00	
Bonds of Montreal & Atlantic Ry. ($108,000),	108,000 00	
Bonds of Woodsville Aqueduct Co., ($5,450),	5,618 50	
TOTAL,		970,618 50
Other permanent property:		
Steamer "Mt. Washington" and wharves,	$69,260 24	
Richford, Vt., elevator,	52,261 43	
TOTAL,		121,521 67
TOTAL PERMANENT INVESTMENTS,		$64,458,030 64
Cash,	$2,964,216 31	
Bills receivable,	968,491 10	
Due from agents,	1,852,812 62	
Traffic balances due from other companies,	372,829 94	
Due from solvent companies and individuals,	3,709,930 96	
Sinking and other special funds,	996,689 43	
TOTAL CASH AND CURRENT ASSETS,		10,864,970 36
Materials and supplies,	$4,292,756 83	
Other assets and property:		
Prepaid insurance premiums, etc.,	157,886 48	
Elimination of grade crossings in process,	202,817 82	
TOTAL MISCELLANEOUS ASSETS,		4,653,461 13
TOTAL,		$79,976,462 13

LIABILITIES.			CR.
Capital stock, common:			
Common,	$24,637,600 00		
Scrip,	470 70		
		$24,638,070 70	
Capital stock, preferred,		3,149,800 00	
TOTAL CAPITAL STOCK,			$27,787,870 70
Premium on Boston & Maine R.R. common stock sold,			2,837,218 90
Funded debt,			30,710,743 91
Real estate mortgages,			594,800 00
Amount received on account of bonds to be issued Sept. 1, 1906,			1,006,944 44
Current liabilities:			
Loans and notes payable,		$3,450,000 00	
Audited vouchers and accounts,		1,714,638 33	
Salaries and wages,		662,476 84	
Traffic balances due to other companies,		1,190,585 47	
Dividends not called for,		5,969 25	
Matured interest coupons unpaid (including coupons due July 1),		289,500 40	
Rentals due and unpaid (including rentals due July 1),		1,206,675 36	
Miscellaneous current liabilities: Dividend on common stock due July 1, 1906,		411,414 50	
TOTAL CURRENT LIABILITIES,			8,931,260 15
Accrued liabilities:			
Interest accrued and not yet due,		$288,069 86	
Taxes accrued and not yet due,		615,803 96	
Rentals accrued and not yet due,		430,571 52	
TOTAL ACCRUED LIABILITIES,			1,334,445 34
Amounts due leased roads at termination of leases,			1,823,079 10
Sinking and other special funds:			
Sinking funds for redemption of Boston & Maine R.R. bonds,		$995,108 82	
Sinking funds for redemption of Eastern R.R. bonds,		1,580 61	
Injury fund,		150,000 00	
Contingent fund,		410,591 54	
Suspense account,		801,228 06	
TOTAL SINKING AND OTHER SPECIAL FUNDS,			2,358,509 03
Profit and loss balance (surplus),			2,591,590 56
TOTAL,			$79,976,462 13

PROPERTY ACCOUNTS.		
Additions to construction account:		
Superstructure, including rails,	$35,562 72	
Lands, land damages and fences,	4,103 19	
Elimination of grade crossings,	432,661 26	
Other additions to construction account: Central Massachusetts R.R. purchase (credit),	143 45	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		$472,183 72

Additions to equipment account: Cars for freight service (1,741 in number),		$1,379,110 55
Other expenditures charged to property accounts:		
18 shares stock of Newburyport R.R.,	$54 00	
70 shares stock of Concord & Claremont R.R.,	3,500 00	
Land at Nashua, N. H.,	8,880 02	
Land at Somerville, Mass.,	34,453 57	
Land at Wakefield, Mass.,	9,001 17	
Land at Lawrence, Mass.,	8,840 87	
Land at Swampscott, Mass.,	20,617 41	
Land at Marblehead, Mass.,	2,727 58	
Land at Rockport, Mass.,	72 90	
Land at Newburyport, Mass.,	3,119 38	
Land at North Hampton, N. H.,	250 70	
Land at Haverhill, Mass.,	1,150 00	
Land at South River, Mass.,	8,257 44	
TOTAL,		100,925 04
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$1,952,219 31
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Fitchburg R.R. bonds sold,	$57,000 00	
Portland & Ogdensburg R.R. stock sold,	146,238 80	
St. John Bridge & R'y Extension Co. stock sold,	12,000 00	
Land at Peabody, transferred to construction,	432 71	
Land at East Cambridge, transferred to improvement account, Boston & Lowell R.R.,	44,507 47	
Land at Barrington, N. H.,	106 35	
Land at Andover, Mass.,	338 22	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		260,623 55
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$1,691,595 76

CAPITAL STOCK.

Capital stock authorized by law, common,	$29,200,425 30	
Capital stock authorized by law, preferred,	3,149,800 00	
Total capital stock authorized by law,	$32,350,225 30	
Capital stock authorized by votes of company, common,	$28,856,825 30	
Capital stock authorized by votes of company, preferred,	3,149,800 00	
Total capital stock authorized by vote,	$32,006,625 30	
Capital stock issued and outstanding, common,		$24,637,600 00
Capital stock issued and outstanding, preferred,		3,149,800 00
Total capital stock outstanding,		$27,787,400 00
Scrip convertible into stock,		470 70
TOTAL CAPITAL STOCK LIABILITY,		$27,787,870 70

Number of shares issued and outstanding, common,	246,376	
Number of shares issued and outstanding, preferred,	31,498	
Total number of shares outstanding,		277,874
Number of stockholders, common,	6,912	
Number of stockholders, preferred,	743	
Total number of stockholders,		7,655
Number of stockholders in Massachusetts, common,	4,281	
Number of stockholders in Massachusetts, preferred,	603	
Total stockholders in Massachusetts,		4,884
Amount of stock held in Massachusetts, common,		$14,735,500 00
Amount of stock held in Massachusetts, preferred,		2,561,500 00
Total stock held in Massachusetts,		$17,297,000 00

Real Estate Mortgages.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Land in Charlestown, Mass.,	4	Sept. 1, 1906,	$594,800 00	$23,792 00

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Boston & Maine R.R. improvement bonds.	4	Feb. 1, 1907,	$500,000 00	$20,000 00
Boston & Maine R R. improvement bonds.	4	Feb. 1, 1937,	1,919,000 00	76,780 00
Boston & Maine R.R. bonds,	4	Aug. 1, 1942,	2,500,000 00	100,040 00
Boston & Maine R.R. bonds,	4½	Jan. 1, 1944,	6,000,000 00	270,112 50
Boston & Maine R R. bonds,	3	July 1, 1950,	5,454,000 00	163,605 00
Boston & Maine R.R. bonds,	3½	Nov. 1, 1920,	1,000,000 00	35,000 00
Boston & Maine R.R. bonds,	3½	Jan. 1, 1923,	2,000,000 00	70,455 00
Boston & Maine R.R. bonds,	3½	Feb. 2, 1925,	500,000 00	17,430 00
Eastern R R. certificates of indebtedness, U. S. gold	6	Sept. 1, 1906,	6,275,000 21	378,480 00
Eastern R.R. certificates of indebtedness, £ sterling	6	Sept. 1, 1906,	1,449,243 70	86,953 52
Portsmouth, Great Falls & Conway R.R. bonds.	4½	June 1, 1937,	1,000,000 00	45,787 50
Portland & Rochester R.R. terminal bonds.	4	Oct. 1, 1907,	113,500 00	4,640 00
Central Massachusetts R.R. bonds,	5	Oct. 1, 1906,	2,000,000 00	100,000 00
Totals,			$30,710,743 91	$1,369,283 52

Sinking and Other Special Funds.

Sinking Funds.		
Amount June 30, 1905, for redemption of Boston & Maine Railroad improvement bonds sinking fund,		$924,067 89
Amount June 30, 1905, of Eastern Railroad bonds sinking fund,		1,395 89
Total Sinking Funds June 30, 1905,		$925,463 78
Additions during the year to Boston & Maine Railroad improvement bonds sinking fund,	$71,040 93	
Additions during the year to Eastern Railroad bonds sinking fund,	100,878 84	
		171,919 77
Total, including Additions,		$1,097,383 55
Deductions during the year from Eastern Railroad bonds sinking fund,		100,694 12
Total Sinking Funds June 30, 1906,		$996,689 43
Injury Fund.		
Amount of injury fund June 30, 1905,		$150,000 00
Additions during the year,		710,922 46
Total, including Additions,		$860,922 46
Deductions during the year,		710,922 46
Total Injury Fund, June 30, 1906,		$150,000 00
Contingent Fund.		
Amount of contingent fund June 30, 1905,		$141,936 65
Additions during the year,		268,654 89
Total Contingent Fund June 30, 1906,		$410,591 54

Volume of Traffic, etc.

Passenger traffic:	
Number of passengers carried paying revenue (on steam roads, 41,348,226; on electric street roads, 3,249,179)	44,597,405
Number of passengers carried one mile,*	739,950,909
Number of passengers carried one mile per average mile of road operated (average miles of road operated, steam, 2,240.920; electric street roads, 45.980),*	330,200
Average length of journey per passenger,*	17.900 miles.
Average amount received per passenger per mile carried,*	1.769 cents.

* Does not include electric street railways.

Passenger traffic — *Concluded.*	
Passenger earnings (gross) per average mile of road operated,	$6,662 04.000
Passenger earnings (gross) per passenger-train mile run,*	1 28.647
Freight traffic:	
Number of tons of freight hauled earning revenue,	22,549,467
Number of tons of freight hauled one mile,	2,010,500,035
Number of tons of freight hauled one mile per average mile of road operated,*	897,176
Average length of haul per ton,	89.160 miles.
Average amount received per ton per mile hauled,	1.162 cents.
Freight earnings (gross) per average mile of road operated,*	$10,584 00.000
Freight earnings (gross) per freight-train mile run,	2 48.932
Operating expenses:	
Operating expenses per average mile of road operated,*	$13,003 35.000
Operating expenses per revenue-train mile run,*	1 38.352
Train mileage:	
Miles run by passenger trains,*	11,534,018
Miles run by freight trains,	9,377,689
Miles run by mixed trains,	150,177
Total mileage of trains earning revenue,	21,061,884
Miles run by switching trains,	8,024,030
Miles run by construction and other trains,	1,810,237
Total train mileage,	30,896,151
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,*	1.743 cents.
Average rate of fare per mile received for mileage tickets: 500 miles, 2.25 cents; 1,000 miles, 2 cents.	
Average rate of fare per mile received for time and commutation tickets: within suburban circuit, 1 to 2 cents; outside suburban circuit, 2 to 2.25 cents.	
Average rate of fare per mile received for interline tickets,	1.930 "
Average rate received per ton mile for local freight,	1.875 "
Average rate received per ton mile for interline freight,	.718 "
Passengers to and from Boston:	
Number of passengers to Boston,	10,685,175
Number of passengers from Boston,	11,107,111
Employees:	
Average number of persons employed,	24,955

* Does not include electric street railways.

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	446.520	173.700
Length of branch line,	165.770	86.300
Total Length of Line Owned,	612.290	260.000
Length of second track,	166.240	105.660
Length of third track,	2.260	2.260
Length of side track, etc.,	334.830	203.690
Total Length of Track Owned,	1,115.620	571.610
Railroad Operated.		
Length of main line,	1,353.420	458.960
Length of branch line,	934.100	327.630
Total Length of Line Operated,*	2,287.520	786.590
Length of second track,	510.920	374.160
Length of third track,	8.310	6.960
Length of fourth track,	2.020	2.020
Length of side track, etc.,	1,248.880	667.480
Total Length of Track Operated,	4,057.650	1,837.210
Electric Street Roads.		
Length of main line,	-	45.980
Length of side track, etc.,	-	3.490
Total Length of Electric Track,	-	49.470

Description of Equipment.

Rolling Stock.	Number Owned.	Number Owned by Leased Roads.	Total Owned and Leased.	Equipped with Power Driving-Wheel Brakes.	Maximum Weight	Average Weight.
Locomotives.					Lbs.	Lbs.
Passenger,	197	205	402	402	170,400	104,560
Freight,	188	200	388	388	176,850	128,560
Switching, etc.,	107	144	251	251	123,600	87,460
Total,	492	549	1,041	1,041	-	-

* Average length of line operated during the year, 2,286.900.

DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Number Owned.	Number Owned by Leased Roads.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars,	603	414	1,017	994	956	504 Gould, 442 National, 10 Tower.
Combination cars,	102	140	242	242	242	69 Gould, 173 National.
Parlor cars,	1	8	9	9	9	7 Gould, 2 National.
Baggage, express and mail cars,	154	155	309	309	309	89 Gould, 184 National, 32 Trojan, 4 Tower.
Other cars in passenger service,	47	26	73	73	73	36 Gould, 36 National, 1 Trojan.
TOTAL,	907	743	1,650	1,627	1,589	
CARS — FREIGHT SERVICE.						
Box cars,	4,351	4,944	9,295	9,013	9,295	1 Burns, 8,918 Gould, 2 Janney, 2 National, 372 Trojan.
Flat cars,	649	2,194	2,843	2,715	2,843	3 Burns, 2,623 Gould, 2 Janney, 1 National, 1 Standard, 213 Trojan.
Stock cars,	105	39	144	144	144	142 Gould, 2 Trojan.
Coke cars,	163	–	163	163	163	163 Gould.
Coal cars,	2,553	2,229	4,782	3,963	4,264	3,956 Gould, 1 Norton, 267 Trojan, 40 Tower.
Logging trucks,	–	55	55	–	–	– –
Refrigerator cars,	136	–	136	136	136	132 Gould, 4 Trojan.
TOTAL,	7,957	9,461	17,418	16,134	16,845	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	4	3	7	7	7	3 Gould, 4 National.
Air-brake instruction cars,	1	1	2	2	2	1 Gould, 1 National.
Derrick cars,	32	25	57	44	55	52 Gould, 2 Trojan, 1 Tower.
Caboose cars,	216	169	385	371	385	2 Diamond, 379 Gould, 2 National, 1 Trojan, 1 Tower.
Other cars in company's service (includes two electric cars),	248	98	346	268	340	1 Diamond, 311 Gould, 1 Janney, 11 National, 16 Trojan.
TOTAL,	501	296	797	692	789	
Snow ploughs,	48	49	97	74	45	18 Gould, 25 Tower, 2 Trojan.
Electric snow ploughs,	1	3	4	–	–	– –

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,601
Number of 12-wheel cars in passenger service with brakes for *all* wheels, 23

Railroad Crossings in Massachusetts.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	752
Number of highway grade crossings protected by gates,	264
Number of highway grade crossings protected by gates and flagmen,	7
Number of highway grade crossings protected by flagmen,	205
Number of highway grade crossings protected by electric signals only,	36
Number of highway grade crossings unprotected,	240
Number of highway grade crossings finally abolished during the year,	10*
Number of highway grade crossings now in process of abolition,	13
Number of highway grade crossings for abolition of which petition is pending,	37
Number of highway bridges 18 feet (or more) above track,	61
Number of highway bridges less than 18 feet above track,	192
Height of lowest highway bridge above track,	14 ft., 5 in.
Crossings with Other Railroads.	
Crossings of railroad with other railroads at grade (10 in number), viz.: Boston, with Boston & Albany Railroad. Boston, Charlestown Branch with Boston & Albany Railroad. Boston, Mystic Branch with Boston & Albany Railroad. South Sudbury, Southern Division with New York, New Haven & Hartford Railroad. Somerville, Fitchburg Division with Boston & Albany Railroad. Concord Junction, Fitchburg Division with New York, New Haven & Hartford Railroad. Fitchburg, Fitchburg Division with New York, New Haven & Hartford Railroad. Baldwinville, Fitchburg Division with Boston & Albany Railroad. Winchendon, Cheshire Branch with Boston & Albany Railroad. Clinton, Worcester, Nashua & Portland Division with New York, New Haven & Hartford Railroad.	
Number of above crossings at which interlocking signals are established,	8

New Bridges Built during the Year.

Western Division.

Number and Location.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
35, Haverhill,	- -	Deck and plate girder.	Extended 321 feet, 2 tracks.	N. E. Struct. Co.
A35, Essex Street, Haverhill.	- -	Plate girder,	66 feet 4 inches, 2 tracks.	N. E. Struct. Co.
A36, Winter Street, Haverhill.	- -	Plate girder,	61 feet 6 inches, 2 tracks.	N. E. Struct. Co.

* Three abolished by abandonment of track between Middlesex Street and Merrimack Street, Lowell, Mass.

New Bridges Built during the Year — Concluded.

Southern Division.

Number and Location.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
145, Clinton, Central Mass.	Framed trestle,	Stone and concrete arch.	54 feet 6 inches + 10 feet, 1 track.	Metropol. Water Board.
B258, Lexington, .	- -	Plate girder, .	40 feet, 3 tracks, .	N. E. Struct. Co.

Fitchburg Division.

A152, Greenfield, .	- -	Plate girder, .	31 feet, 3 tracks, .	L. F. Shoemaker & Co.
A192, North Adams,	- -	Plate girder, .	65 feet 3 inches, 2 tracks.	Boston Bridge Works.

Connecticut River Division.

A33, Greenfield, .	- -	Plate girder, .	31 feet, 4 tracks, .	L. F. Shoemaker & Co.

Bridges Extensively Repaired or Strengthened during the Year.

Eastern Division.

Number and Location.	Description of Bridge.	Description of Work Done.
133, Swampscott, . . .	Deck plate girder, . .	New ties and guards.
134, Swampscott, . . .	Deck plate girder, . .	New ties and guards.
142, Forest River, . . .	Wood stringer, . . .	New timber.
209, Essex Falls, . . .	Rolled beam stringer, .	New ties and guards.

Western Division.

321, Wigginville, . . .	Plate girder, . . .	New ties and guards.

Southern Division.

231, Amherst, ...	Iron pony truss, . . .	New ties and guards.
232, Amherst, ...	Iron deck truss, . . .	New ties and guards.

Fitchburg Division.

160, Bardwells, ...	Iron deck bridge, . .	New ties and guards.
480, Turners Falls, . . .	Wooden deck bridge, .	New arches and new deck.
185, Hoosac Tunnel, . .	Iron deck bridge, . .	New ties and guards on one track.

Bridges eliminated during the year: Southern Division, 144 and 145, Clinton, framed trestle, replaced by arches by Metropolitan Water Works.

Total length of pile and trestle bridging, ... 20,689 feet.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	In Massachusetts.						Total on All Lines Operated.	
	From causes beyond their own control.		From their own misconduct or carelessness.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	21	46	2	4	23	50	25	57
Employees, .	9	12	22	39	31	51	47	98
Other persons,	-	-	81	34	81	34	128	47
Totals, .	30	58	105	77	135	135	200	202

Corporate Name and Address of the Company.

BOSTON & MAINE RAILROAD,

Boston Mass.

Names and Business Address of Principal Officers.

Lucius Tuttle, *President*, Boston, Mass. William F. Berry, *Second Vice-President and General Traffic Manager*, Boston, Mass. Frank Barr, *Third Vice-President and General Manager*, Boston, Mass. William J. Hobbs, *Fourth Vice-President and General Auditor*, Boston, Mass. Stuart H. McIntosh, *Assistant General Auditor*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. John F. Webster, *Assistant Treasurer*, Concord, N. H. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. Richard Olney, *General Counsel*, Boston, Mass. Edgar J. Rich, *General Solicitor*, Boston, Mass. Charles E. Lee, *Assistant General Manager*, Boston, Mass. Daniel W. Sanborn, *General Superintendent*, Boston, Mass. Dana J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. Michael T. Donovan, *Freight Traffic Manager*, Boston, Mass. Amos S. Crane, *Export Freight Traffic Manager*, Boston, Mass.

Names and Residence of Board of Directors.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Richard Olney, Boston, Mass. Alvah W. Sulloway, Franklin, N. H. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. Lewis Cass Ledyard, New York, N. Y. Henry M. Whitney, Brookline, Mass. Henry F. Dimock, New York, N. Y. William Whiting, Holyoke, Mass. Alexander Cochrane, Boston, Mass. Charles M. Pratt, New York, N. Y.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY M WHITNEY,
ALVAH W. SULLOWAY,
WILLIAM WHITING,
WALTER HUNNEWELL,
JOSEPH H. WHITE,
ALEXANDER COCHRANE,
Directors.
HERBERT E. FISHER,
Treasurer.
WM. J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 6, 1906. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Alvah W. Sulloway, William Whiting, Walter Hunnewell, Joseph H. White and Alexander Cochrane, directors, Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor of the Boston and Maine Railroad, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM B. LAWRENCE,
Justice of the Peace.

Approved: GEO. H. POOR,
Commissioner for Massachusetts.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1906.

	CR.	
Amount on hand as per report of June 30, 1905,	$1,395 89	
Received of the Boston & Maine Railroad Company payment to the sinking fund for the year ending Sept. 1, 1905,	100,000 00	
Received proceeds of sale of land in Hamilton, Mass., to the Beverly Co-operative Bank, Feb. 26, 1906,	300 00	
Received proceeds of sale of land in Beverly, Mass., to the United Shoe Machinery Company, March 7, 1906,	250 00	
Received interest on deposits at National Shawmut Bank, June 30, 1906,	328 84	
		$102,274 73

Dr.			
Cost of certificates of indebtedness purchased Oct. 26, 1905 ($98,000),	$99,713 04		
Accrued interest thereon,	898 33		
		$100,611 37	
Paid for legal expenses, Jan. 4, 1906,		82 75	
		$100,694 12	
Balance on hand June 30, 1906, deposited in the National Shawmut Bank,		1,580 61	
			$102,274 73

CHARLES R. CODMAN,
C. E. COTTING,
CHAS. L. HAYWARD,
Trustees Eastern Railroad.

Boston, June 30, 1906.

To the Railroad Commissioners of Massachusetts.

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1906, were as follows: —

Certificates payable in sterling money of Great Britain,	£297,800
Certificates payable in gold dollars of the United States of America,	$6,275,000
Scrip certificates,	21 cents.

The above shows a decrease from amount last reported of $98,000, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

CHARLES R. CODMAN,
CHAS. E. COTTING,
CHAS. L. HAYWARD,
Trustees Eastern Railroad.

Boston, June 30, 1906.

RETURN

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$489,927 75
Dividends received on stocks owned: Boston & Providence Railroad Corporation,		400 00
Income from other sources: sundries,		35 00
GROSS INCOME,		$490,362 75
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$3,127 75	
Interest on funded debt,	86,800 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		89,927 75
NET DIVISIBLE INCOME,		$400,435 00
Dividends declared (10 per cent),		400,000 00
Surplus for the year ending June 30, 1906,		$435 00
Amount of surplus June 30, 1905,		83,684 82
TOTAL SURPLUS JUNE 30, 1906,		$84,119 82

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.		DR.
Cost of road,		$5,046,088 30
Cost of equipment,		871,234 35
Lands in Massachusetts,		82,183 94
Stock of Providence, Warren & Bristol Railroad Company,	$158,505 00	
Stock of Union Freight Railroad Company,	79,014 42	
Stock of Boston & Providence Railroad Corporation,	10,090 00	
Stock of Boston Terminal Company,	100,000 00	
		347,609 42
TOTAL PERMANENT INVESTMENTS,		$6,347,116 01
Cash,		150,201 31
TOTAL,		$6,497,317 32

Liabilities.	Cr.	
Capital stock,		$4,000,000 00
Funded debt,		2,170,000 00
Current liabilities:		
Dividends not called for (including dividend due July 1, 1906),	$99,037 50	
Matured interest coupons unpaid (including coupons due July 1),	44,160 00	
Miscellaneous current liabilities: New York, New Haven & Hartford Railroad Co.,	100,000 00	
Total Current Liabilities,		243,197 50
Profit and loss balance (surplus),		84,119 82
Total,		$6,497,317 32

Capital Stock.

Capital stock authorized by law,	$4,000,000 00	
Capital stock authorized by votes of company,	4,000,000 00	
Capital stock issued and outstanding,		$4,000,000 00
Number of shares issued and outstanding,	40,000 00	
Number of stockholders,	1,627	
Number of stockholders in Massachusetts,	1,310	
Amount of stock held in Massachusetts,	$3,329,400 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds,	Per Cent. 4	July 1, 1918,	$2,170,000 00	$86,600 00

Sinking Fund.

There is a sinking fund in the hands of Charles F. Choate, Nathaniel Thayer and George A. Gardner, trustees, created in accordance with the terms of the lease of the Boston & Providence Railroad to the Old Colony Railroad Company, whereby $5,000 per annum has been paid for the ultimate security of the debt of the Boston & Providence Railroad Corporation, provided the lease runs to its maturity.

An account of the present condition of this sinking fund, as reported by said trustees, is as follows: —

Cr.		
By amount received on account of sinking fund:		
Old Colony Railroad Company,	$20,000 00	
New York, New Haven & Hartford Railroad Company,	65,000 00	
		$85,000 00
By amount received from dividends on stock,		32,367 50
By amount received from New England Trust Company for interest on deposit,		240 59
		$117,608 09

Dr.		
To 418 shares Boston & Providence Railroad Corporation stock,		$117,456 28
To expense account, 1 check book,	$0 40	
To expense account, revenue stamps,	7 02	
To expense account, rent of safe,	60 00	
		67 42
To cash on deposit in New England Trust Company,		84 39
		$117,608 09

Certificates representing the 418 shares Boston & Providence Railroad Corporation stock, mentioned above, are deposited in Box 1438 in the State Street Safe Deposit Vaults.

A. H. LITCHFIELD,
Clerk.

AUGUST 14, 1906.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	41.890	38.700
Length of branch line,	21.140	16.580
TOTAL LENGTH OF LINE OWNED,	63.030	55.280
Length of second track,	54.980	51.790
Length of third track,	12.880	10.730
Length of fourth track,	12.880	10.730
Length of side track, etc,	96.670	72.220
TOTAL LENGTH OF TRACK OWNED,*	240.440	200.750

GENERAL REMARKS AND EXPLANATIONS.

Referring to the conveyance of lands to the New York, New Haven & Hartford Railroad, and the consequent credit of $5,120,000 which are mentioned in last year's report, no change has occurred since that report was made: the various debits and credits are still under examination, and no settlement of the accounts has yet been made.

[NOTE. — Since the return, and as the result of correspondence between the Board and the New York, New Haven & Hartford Railroad Company, an agreement has been reached between the two companies that the balance of open account is in favor of this corporation in the sum of $109,247.34 as of May 4, 1904, after the delivery of the Park Square Deed, so-called, and that amount now appears upon the books of the Boston & Providence Railroad Corporation as balance due it from the New York, New Haven & Hartford Railroad Company. RAILROAD COMMISSIONERS.]

* Including only one-half the length of joint tracks between Providence station and Boston switch, so-called, all in Rhode Island, viz.: 5.000 miles of first or single track; 5.000 miles of second track; 4.300 miles of third track; 4.300 miles of fourth track; and 10.860 miles of sidings; these distances being the total length.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,

425 SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Philip Dexter, *President*, Boston, Mass. George B. Phippen, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Philip Dexter, Boston, Mass. Charles P. Bowditch, Boston, Mass. Robert I. Gammell, Providence, R. I. George A. Gardner, Boston, Mass. John C. Gray, Boston, Mass. Robert H. Stevenson, Boston, Mass. Royal C. Taft, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROYAL C. TAFT,
ROBT. H. STEVENSON,
JOHN C. GRAY,
PHILIP DEXTER,
Directors.
GEO. B. PHIPPEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. AUG. 24, 1906. Then personally appeared the above-named Robert H. Stevenson, John C. Gray, Philip Dexter and George B. Phippen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JAMES E. CARROLL,
Justice of the Peace.

STATE OF RHODE ISLAND.

PROVIDENCE, SC. AUG. 27, 1906. Then personally appeared the within-named Royal C. Taft, and made oath that the foregoing certificate is, to the best of his knowledge and belief, true.

Before me, NATHANIEL W. SMITH,
Notary Public.

RETURN

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		$729,523 83
Operating expenses,		649,399 02
NET EARNINGS FROM OPERATION,		$80,124 81
Miscellaneous income, less expense of collecting: sale of old materials, rents, etc.,		18,086 01
GROSS INCOME ABOVE OPERATING EXPENSES,		$98,210 82
Charges upon income accrued during the year:		
Interest on funded debt,	$39,695 00	
Interest and discount on unfunded debts and loans,	10,765 41	
Taxes,	11,732 55	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		62,192 96
NET DIVISIBLE INCOME,		$36,017 86
Dividends declared during the year payable on: —		
January 1, 1906, 2 per cent on $850,000,	$17,000 00	
July 1, 1906, 2 per cent on $850,000,	17,000 00	
TOTAL DIVIDENDS DECLARED,		34,000 00
Surplus for the year ending June 30, 1906,		$2,017 86
Amount of surplus June 30, 1905,		60,494 70
TOTAL SURPLUS JUNE 30, 1906,		$62,512 56

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	$770,536 73		
Deductions:			
Excess fares refunded,		$41,012 90	
TOTAL EARNINGS, PASSENGER SERVICE,			$729,523 83
GROSS EARNINGS FROM OPERATION,			$729,523 83

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	$11,270 00
Salaries of clerks and attendants,	7,035 83
General office expenses and supplies,	4,875 27
Insurance,	26,934 85
Law expenses,	4,850 00
Stationery and printing (general offices),	1,771 20
TOTAL,	$56,737 15
Maintenance of way and structures:	
Repairs of roadway,	$36,772 19
Renewals of ties,	4,420 00
Repairs and renewals of bridges and culverts,	3,972 08
Repairs and renewals of fences, road crossings, signs and cattle guards,	998 19
Repairs and renewals of buildings and fixtures,	16,091 00
TOTAL,	$62,253 46
Maintenance of equipment:	
Repairs and renewals of locomotives,	$27,492 45
Repairs and renewals of passenger cars,	64,066 43
Repairs and renewals of marine equipment,	56,333 97
TOTAL,	$147,892 85
Conducting transportation:	
Engine and roundhouse men,	$51,502 20
Fuel for locomotives,	55,306 84
Water supply for locomotives,	8,641 37
Oil, tallow and waste and other supplies for locomotives,	3,074 64
Train service,	93,481 40
Train supplies and expenses,	9,548 30
Switchmen, flagmen and watchmen,	32,243 85
Telegraph expenses,	3,552 88
Station service,	44,749 60
Station supplies,	17,133 61
Loss and damage,	468 50
Injuries to persons,	7,559 91
Operating marine equipment,	50,725 97
Advertising,	2,026 49
Stationery and printing,	2,500 00
TOTAL,	$382,515 56
Recapitulation:	
General expenses,	$56,737 15
Maintenance of way and structures,	62,253 46
Maintenance of equipment,	147,892 85
Conducting transportation,	382,515 56
TOTAL OPERATING EXPENSES,	$649,399 02
Percentage of operating expenses to gross earnings,	90.38

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$1,445,927 38
Cost of equipment,		389,434 89
Lands,		85,087 00
TOTAL PERMANENT INVESTMENTS,		$1,920,449 27
Cash,	$50,759 98	
Due from solvent companies and individuals,	610 61	
Other cash assets,	211,607 42	
TOTAL CASH AND CURRENT ASSETS,		262,978 01
Materials and supplies,		42,916 54
TOTAL,		$2,226,343 82

LIABILITIES.	CR.	
Capital stock,		$850,000 00
Funded debt,		850,000 00
Current liabilities:		
Loans and notes payable,	$290,000 00	
Audited vouchers and accounts,	75,747 31	
Dividends not called for,	67 00	
Miscellaneous current liabilities,	13,016 95	
TOTAL CURRENT LIABILITIES,		378,831 26
Accrued liabilities: dividend due July 1, 1906,		17,000 00
Sinking and other special funds: injury fund,		68,000 00
Profit and loss balance (surplus),		62,512 56
TOTAL,		$2,226,343 82

CAPITAL STOCK.

Capital stock authorized by law,	$1,125,000 00	
Capital stock authorized by votes of company,	1,125,000 00	
Capital stock issued and outstanding,		$850,000 00
Number of shares issued and outstanding,	8,500	
Number of stockholders,	210	
Number of stockholders in Massachusetts,	193	
Amount of stock held in Massachusetts,	$842,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	4½	July 15, 1927,	$561,000 00	$25,245 00
Mortgage bonds, Winthrop Branch,	5	Sept. 1, 1906,	289,000 00	14,450 00
TOTALS,			$850,000 00	$39,695 00

Sinking and Other Special Funds.

Injury Fund.	
Amount of injury fund June 30, 1905,	$50,000 00
Additions during the year,	18,000 00
Total Injury Fund June 30, 1906,	$68,000 00

Volume of Traffic, etc.

Passenger traffic:	
Number of passengers carried paying revenue,	11,914,823
Number of passengers carried one mile,	70,658,238
Number of passengers carried one mile per mile of road operated,	5,352,896
Average length of journey per passenger,	5.930 miles.
Average amount received per passenger per mile carried,	1.030 cents.
Passenger earnings (gross) per mile of road operated,	$55,266 95
Passenger earnings (gross) per passenger-train mile run,	91.467 cents.
Operating expenses:	
Operating expenses per mile of road operated,	$49,196 89
Operating expenses per revenue-train mile run,	81.422 cents.
Train mileage:	
Miles run by passenger trains,	797,564
Miles run by construction and other trains,	5,348
Total train mileage,	802,912
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	1.030 cents.
Passengers to and from Boston:	
Number of passengers to Boston (estimated),	4,999,844
Number of passengers from Boston (estimated),	4,999,844
Employees:	
Average number of persons employed,	462

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned and Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	8.800	8.800
Length of branch line,	4.400	4.400
Total Length of Line Owned,	13.200	13.200
Length of second track,	13.200	13.200
Length of side track, etc.,	4.100	4.100
Total Length of Track Owned,	30.500	30.500

Description of Equipment.

Rolling Stock.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Maximum Weight.	Average Weight.	Name of Coupler Used.
Locomotives.					Lbs.	Lbs.	
Passenger,	17	17	-	-	76,000	76,000	-
Cars — Passenger Service.							
Passenger cars,	75	-	75	75	-	-	Miller.
Combination cars,	15	-	15	15	-	-	-
Total,	90	-	90	90	-	-	
Cars — Company's Service.							
Gravel cars,	12	-	-	-	-	-	-
Other cars in company's service,	6	-	2	2	-	-	Miller.
Total,	18	-	2	2	-	-	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 90

Railroad Crossings in Massachusetts.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	10
Number of highway grade crossings protected by gates,	10
Number of highway bridges less than 18 feet above track,	12
Height of lowest highway bridge above track,	12 ft. 6 in.

Total length of pile and trestle bridging, 5,115 feet.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	In Massachusetts.						Total on All Lines Operated.	
	From causes beyond their own control.		From their own misconduct or carelessness.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	2	8	2	11	2	11
Employees,	-	2	-	5	-	7	-	7
Other persons,	-	-	-	13	-	13	-	13
Totals,	-	5	2	26	2	31	2	31

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry F. Hurlburt, Boston, Mass. William S. Spaulding, Beverly, Mass. John A. Fenno, Newton, Mass. Karl Adams, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,
JOHN A. FENNO,
KARL ADAMS,
Directors.
JOHN A. FENNO,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 25, 1906. Then personally appeared the above-named John A. Fenno, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, MELVIN O. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 25, 1906. Then personally appeared the above-named Melvin O. Adams and Karl Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN A. FENNO,
Justice of the Peace.

RETURN

OF THE

CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	$2,032 80
Operating expenses,	2,066 33
NET DEFICIT FROM OPERATION,	$33 53
Charges upon income accrued during the year: taxes,	308 56
Deficit for the year ending June 30, 1906,	$342 09
Amount of surplus June 30, 1905,	7 92
TOTAL DEFICIT JUNE 30, 1906,	$334 17
EARNINGS FROM OPERATION.	
Freight service: gross receipts from freight,	$2,032 80
GROSS EARNINGS FROM OPERATION,	$2,032 80
EXPENSES OF OPERATION.	
General expenses: insurance,	$25 00
Maintenance of way and structures: renewals of ties,	$35 80
Maintenance of equipment:	
Repairs and renewals of locomotives,	$87 14
Repairs and renewals of freight cars,	29 00
TOTAL,	$116 14
Conducting transportation:	
Engine and roundhouse men,	$641 35
Fuel for locomotives,	595 25
Oil, tallow and waste for locomotives,	122 05
Train service,	452 74
Switchmen, flagmen and watchmen,	78 00
TOTAL,	$1,889 39

Recapitulation:	
General expenses,	$25 00
Maintenance of way and structures,	35 80
Maintenance of equipment,	116 14
Conducting transportation,	1,889 39
TOTAL OPERATING EXPENSES,	$2,066 33

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$22,381 63
Cost of equipment,	10,500 00
TOTAL PERMANENT INVESTMENTS,	$32,881 63
Profit and loss balance (deficit),	334 17
TOTAL,	$33,215 80

LIABILITIES.	CR.
Capital stock,	$20,000 00
Current liabilities: loans and notes payable,	13,215 80
TOTAL,	$33,215 80

CAPITAL STOCK.

Capital stock authorized by law,	$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	20,000 00	

VOLUME OF TRAFFIC, ETC.

Freight traffic:	
Number of tons of freight hauled earning revenue,	13,552
Number of tons of freight hauled one mile,	19,460
Train mileage:	
Miles run by freight trains,	775
Total mileage of trains earning revenue,	775
Employees:	
Average number of persons employed,	3

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED AND OPERATED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	1.436	1.436
Length of side track, etc.,	.781	.781
TOTAL LENGTH OF TRACK OWNED,	2.217	2.217

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Freight,	1	1	Lbs. 60,000	Lbs. 60,000
CARS — FREIGHT SERVICE.				
Flat cars,	15	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	2
Number of highway grade crossings protected by gates,	1
Number of highway grade crossings protected by flagmen,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,

50 CONGRESS STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry M. Whitney, *President*, 247 Atlantic Avenue, Boston, Mass. Grenville D. Braman, *Treasurer*, 50 Congress Street, Boston, Mass. Marquis F. Dickinson, *Clerk of Corporation*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry M. Whitney, Brookline, Mass. Grenville D. Braman, Cohasset, Mass. Marquis F. Dickinson, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY M. WHITNEY,
MARQUIS F. DICKINSON,
Directors.
FRANK F. TRIPP,
Acting Treasurer.

We approve the signing of this report by Frank F. Tripp, acting treasurer of this corporation.

M. F. DICKINSON,
HENRY M. WHITNEY.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 2, 1906. Then personally appeared the above-named Henry M. Whitney and Marquis F. Dickinson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES DICKINSON,
Justice of the Peace.

RETURN

OF THE

CHATHAM RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$4,859 04
Interest received on bonds owned: Chatham Railroad bond,		30 00
Income from other sources:		
Store rental,	$100 00	
Interest on deposit in Cape Cod Savings Bank,	36 67	
Interest on deposit in Wildey Savings Bank,	32 47	
		169 14
GROSS INCOME,		$5,058 18
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$118 74	
Interest on funded debt,	947 33	
Taxes,	151 45	
Other expenses and charges upon income:		
Premium on bonds bought,	110 00	
Repairs and insurance,	17 93	
TOTAL EXPENSES AND CHARGES UPON INCOME,		1,345 45
NET DIVISIBLE INCOME,		$3,712 73
Dividends declared (2 per cent),		1,364 00
Surplus for the year ending June 30, 1906,		$2,348 73
Amount of surplus June 30, 1905,		18,616 73
Credits to profit and loss account during the year: by reduction of accrued interest,		30 00
TOTAL SURPLUS JUNE 30, 1906,		$20,995 46

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$98,435 58
Other permanent property: one store,	1,055 55
TOTAL PERMANENT INVESTMENTS,	$99,491 13

Cash,	$2,462 28	
Bills receivable,	1,382 05	
TOTAL CASH AND CURRENT ASSETS,		$3,844 33
TOTAL,		$103,335 46

LIABILITIES.

Capital stock,	$68,200 00
Funded debt,	14,000 00
Accrued liabilities: interest accrued and not yet due,	140 00
Profit and loss balance (surplus),	20,995 46
TOTAL,	$103,335 46

CAPITAL STOCK.

Capital stock authorized by law,	$70,000 00	
Capital stock authorized by votes of company,	85,000 00	
Capital stock issued and outstanding,		$68,200 00
Number of shares issued and outstanding,	682	
Number of stockholders,	125	
Number of stockholders in Massachusetts,	110	
Amount of stock held in Massachusetts,	$62,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	6	Nov. 1, 1907,	$14,000 00	$947 33

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	7.070	7.070
Length of side track, etc.,	.990	.990
TOTAL LENGTH OF TRACK OWNED,	8.060	8.060

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,

CHATHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Osborn Nickerson, *President*, Chathamport, Mass. Charles Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Osborn Nickerson, Chathamport, Mass. Oliver E. Eldredge, Chatham, Mass. Daniel W. Nickerson, Chatham, Mass. Cyrus S. Kent, Chatham, Mass. Marcus W. Howard, Chatham, Mass. Alvin Z. Atkins, North Chatham, Mass. Clarendon A. Freeman, North Chatham, Mass. Meriton E. Nickerson, South Chatham, Mass. Charles Bassett, South Chatham, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. S. KENT,
MARCUS W. HOWARD,
MERITON E. NICKERSON,
OSBORN NICKERSON,
CHARLES BASSETT,
Directors.
CHARLES BASSETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, ss. CHATHAM, Aug. 14, 1906. Then personally appeared the above-named C. S. Kent, Marcus W. Howard, Meriton E. Nickerson, Osborn Nickerson and Charles Bassett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ERASTUS T. BEARSE,
Notary Public.

RETURN

OF THE

CHESTER & BECKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$764 65
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$8 50	
Interest on funded debt,	2,500 00	
Interest and discount on unfunded debts and loans,	1,755 68	
TOTAL EXPENSES AND CHARGES UPON INCOME,		4,264 18
Deficit for the year ending June 30, 1906,		$3,499 53
Amount of deficit June 30, 1905,		29,335 48
TOTAL DEFICIT JUNE 30, 1906,		$32,835 01

GENERAL BALANCE SHEET JUNE 30, 1906.	
ASSETS.	**CR.**
Cost of road,	$136,893 98
Cash,	72 90
Profit and loss balance (deficit),	32,835 01
TOTAL,	$169,801 89

LIABILITIES.	**CR.**
Capital stock,	$50,000 00
Funded debt,	50,000 00
Current liabilities:	
Loans and notes payable, $34,745 43	
Matured interest coupons unpaid (including coupons due July 1), 20,000 00	
Miscellaneous current liabilities: interest on notes payable, 15,056 46	
TOTAL CURRENT LIABILITIES,	69,801 89
TOTAL,	$169,801 89

Capital Stock.		
Capital stock authorized by law,	$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	4	
Amount of stock held in Massachusetts,	$13,400 00	

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	5.270	5.270
Length of side track, etc.,	2.190	2.190
Total Length of Track Owned,	7.460	7.460

Corporate Name and Address of the Company.

CHESTER & BECKET RAILROAD COMPANY,

South Station, Boston, Mass.

Names and Business Address of Principal Officers.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer and Clerk of Corporation*, Boston, Mass.

Names and Residence of Board of Directors.

Chester W. Bliss, Springfield, Mass. Frederic J. Collier, Hudson, N. Y. Zenas Crane, Dalton, Mass. Edward D. Hayden, Woburn, Mass. William J. Harder, Jr., Hudson, N. Y. Frank H. Ratcliffe, Newton, Mass. James A. Rumrill, Springfield, Mass. Smith Thompson, Hudson, N. Y.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
ZENAS CRANE,
EDWARD D. HAYDEN,
CHESTER W. BLISS,
FRANK H. RATCLIFFE,
Directors.

F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 26, 1906. Then personally appeared the above-named Zenas Crane, Edward D. Hayden and Frank H. Ratcliffe, and on October 10, James A. Rumrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK I. JAQUITH,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 11, 1906. Then personally appeared the above-named Chester W. Bliss, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, E. DUDLEY CHAPIN,
Justice of the Peace.

RETURN

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$373,065 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$2,000 00	
Interest on funded debt,	84,065 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		86,065 00
NET DIVISIBLE INCOME,		$287,000 00
Dividends declared: 10 per cent on $2,630,000, common stock, and 5 per cent on $480,000, common stock,		$287,000 00
Amount of deficit June 30, 1905,		$193,884 84
TOTAL DEFICIT JUNE 30, 1906,		$193,884 84

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.		DR.
Cost of road,		$3,617,162 43
Cost of equipment,		455,977 66
Lands in Chicopee and Brightwood,	$39,175 00	
Lands in Greenfield,	75 00	
		39,250 00
Stock of Vermont Valley Railroad of 1871,	$1,059,220 00	
Stock of Hampden Park,	23,987 50	
		1,083,207 50
TOTAL PERMANENT INVESTMENTS,		$5,195,597 59
Cash,	$26,137 17	
Due from solvent companies and individuals,	159,552 89	
TOTAL CASH AND CURRENT ASSETS,		185,690 06
Profit and loss balance (deficit),		193,884 84
TOTAL,		$5,575,172 49

Liabilities.	Cr.	
Capital stock,		$3,110,000 00
Funded debt,		2,261,700 00
Current liabilities:		
Dividends not called for,	$430 00	
Matured interest coupons unpaid (including coupons due July 1),	22,708 50	
Miscellaneous current liabilities: Boston & Maine R R. Co.,	166,701 98	
Total Current Liabilities,		189,840 48
Accrued liabilities: interest accrued and not yet due,		13,333 34
Sinking and other special funds: fund for corporation expenses,		298 67
Total,		$5,575,172 49

Property Accounts.

Additions to construction account: land, etc., at Greenfield,	$19,795 93
Other expenditures charged to property accounts: Vermont Valley R.R. Co. of 1871 stock, 9,600 shares at par, $50,	480,000 00
Total Additions to Property Accounts,	$499,795 93

Capital Stock.

Capital stock authorized by law,	$3,670,000 00	
Capital stock authorized by votes of company,	3,660,000 00	
Capital stock issued and outstanding,		$3,110,000 00
Number of shares issued and outstanding,	31,100	
Number of stockholders,	1,021	
Number of stockholders in Massachusetts,	755	
Amount of stock held in Massachusetts,	$2,071,300 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Scrip 10-year bonds,	4	Jan. 1, 1903,	$2,700 00	$66 00
Gold 50-year bonds,	4	Sept. 1, 1943,	1,000,000 00	40,000 00
Gold 20-year bonds,	3½	Jan. 1, 1921,	290,000 00	10,150 00
Gold 20-year bonds,	3½	Jan. 1, 1923,	969,000 00	33,915 00
Totals,			$2,261,700 00	$84,131 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	74.000	50.080
Length of branch line,	6.890	6.890
TOTAL LENGTH OF LINE OWNED,	80.890	56.970
Length of second track,	36.000	36.000
Length of third track,	.800	.800
Length of side track, etc.,	64.450	57.370
TOTAL LENGTH OF TRACK OWNED,	182.140	151.140

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, *President*, Holyoke, Mass. George R. Yerrall, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass. Oscar Edwards, Northampton, Mass. James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H. Edmund P. Kendrick, Springfield, Mass. Seth M. Richards, Newport, N. H. Lucius Tuttle, Boston, Mass. William W. McClench, Springfield, Mass. George B. Holbrook, Springfield, Mass. Joseph W. Stevens, Greenfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM WHITING,
EDMUND P. KENDRICK,
JOSEPH W. STEVENS,
OSCAR EDWARDS,
JAMES H. WILLIAMS,
WM. W. McCLENCH,
Directors.
GEORGE R. YERRALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SEPT. 1, 1906. Then personally appeared the above-named William Whiting, Edmund P. Kendrick, Joseph W. Stevens, Oscar Edwards, Wm. M. McClench and George R. Yerrall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, STUART M. ROBSON,
Notary Public.

STATE OF VERMONT.

WINDHAM, ss. SEPT. 3, 1906. Then personally appeared the within-named James H. Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, ZINA H. ALLBEE,
Notary Public.

RETURN

OF THE

DANVERS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[This road is leased to and operated by the Boston & Maine Railroad, that road owning all the bonds and nearly all the stock. An agreement has been made for the sale of the road, franchises and property to the Boston & Maine Railroad, that road assuming all liabilities and paying stockholders $3 per share for the outstanding capital stock. Deed of sale has not yet been executed.]

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$239,678 15
TOTAL,	$239,678 15

LIABILITIES.	CR.
Capital stock,	$67,500 00
Funded debt,	125,000 00
Current liabilities: due Boston & Maine Railroad,	25,000 00
Profit and loss balance (surplus),	22,178 15
TOTAL,	$239,678 15

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$58,300 00
Amount paid in on shares not yet issued,		9,200 00
TOTAL CAPITAL STOCK LIABILITY,		$67,500 00

Number of shares issued and outstanding,	583
Number of stockholders,	19
Number of stockholders in Massachusetts,	19
Amount of stock held in Massachusetts,	$67,500 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Coupon bonds,	6	March 1, 1875,	$125,000 00	-

DESCRIPTION OF RAILROAD OWNED

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	9.260	9.260
Length of side track, etc.,	2.200	2.200
TOTAL LENGTH OF TRACK OWNED,	11.460	11.460

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Wm. J. Hobbs, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY M. WHITNEY,
WALTER HUNNEWELL,
JOSEPH H. WHITE,
WM. J. HOBBS,
Directors.
HERBERT E. FISHER,
Treasurer.
WM. J. HOBBS,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 6, 1906. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Walter Hunnewell, Joseph H. White and William J. Hobbs, directors, Herbert E. Fisher, treasurer, and William J. Hobbs, auditor, of the Danvers Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$1,790,995 00
Income from other sources: interest on bank deposit,		279 30
GROSS INCOME,		$1,791,274 30
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$7,374 99	
Interest on funded debt,	915,995 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,*		923,369 99
NET DIVISIBLE INCOME,		$867,904 31
Dividends declared (5 per cent on preferred stock),		868,000 00
DEFICIT FOR THE YEAR ENDING JUNE 30, 1906,		$95 69
Amount of surplus June 30, 1905,		730,057 92
Credits to profit and loss account during the year: from contingent fund,	$95 69	
Debits to profit and loss account during the year:		
Windsor Co. stock,	$1,450 00	
J. P. Squire Co. stock,	13,815 97	
Net disbursements account of business prior to July 1, 1900,	1,965 28	
TOTAL DEBITS,	17,231 25	
NET AMOUNT CHARGED TO PROFIT AND LOSS,		17,135 56
TOTAL SURPLUS JUNE 30, 1906,		$712,826 67

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$40,269,925 64
Cost of equipment,	3,828,354 47
Stock of Fitchburg R.R. Co., common,	305,907 62
Other permanent property: improvements,	2,246,591 98
TOTAL PERMANENT INVESTMENTS,	$46,650,779 71

* Rentals paid by Boston & Maine R.R. account Fitchburg R.R. to Vermont & Massachusetts R.R., $221,600; Troy & Bennington R.R., $15,400.

Cash,	$5,276 27	
Rental accrued not due,	278,741 21	
Due from solvent companies and individuals,	60,805 00	
TOTAL CASH AND CURRENT ASSETS,		$344,822 48
Other assets and property: Boston & Maine R.R., lessee,		936,034 06
TOTAL,		$47,931,636 25

LIABILITIES.	CR.	
Capital stock, common,	$7,000,000 00	
Capital stock, preferred,	17,360,000 00	
TOTAL CAPITAL STOCK,		$24,360,000 00
Funded debt,		22,167,000 00
Current liabilities:		
Audited vouchers and accounts,	$33,709 36	
Dividends not called for,	1,037 50	
Matured interest coupons unpaid (including coupons due July 1),	63,967 50	
Miscellaneous current liabilities: Boston & Maine R.R., lease improvements,	33,258 80	
TOTAL CURRENT LIABILITIES,		131,973 16
Accrued liabilities:		
Interest accrued and not yet due,	$219,926 21	
Rentals accrued and not yet due,	58,815 00	
Miscellaneous accrued liabilities: Boston, Barre & Gardner R.R. stockholders,	130 00	
TOTAL ACCRUED LIABILITIES,		278,871 21
Premium on bonds sold,		279,920 98
Contingent fund,		1,044 23
Profit and loss balance (surplus),		712,826 67
TOTAL,		$47,931,636 25

PROPERTY ACCOUNTS.		
Additions to construction account:		
Grading and masonry,	$1,161 82	
Bridging,	4,788 75	
Superstructure, including rails,	2,527 18	
Lands, land damages and fences,	1,500 00	
Passenger and freight stations, coal sheds and water stations,	22,233 33	
Other additions to construction account:		
Improvements,	5,841 42	
Sidings and yard extensions,	14,325 15	
Improvements in process — incomplete,	30,988 17	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		$83,365 82

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Stock of J. P. Squire & Co.,	$16,065 08	
Stock of Windsor & Co.,	1,450 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		$17,515 08
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$65,850 74

CAPITAL STOCK.

Capital stock authorized by law, common,	$7,000,000 00	
Capital stock authorized by law, preferred,	17,360,000 00	
Total capital stock authorized by law,	$24,360,000 00	
Capital stock authorized by votes of company, common,	$7,000,000 00	
Capital stock authorized by votes of company, preferred,	17,360,000 00	
Total capital stock authorized by vote,	$24,360,000 00	
Capital stock issued and outstanding, common,		$7,000,000 00
Capital stock issued and outstanding, preferred,		17,360,000 00
Total capital stock outstanding,		$24,360,000 00

Number of shares issued and outstanding, common,	70,000	
Number of shares issued and outstanding, preferred,	173,600	
Total number of shares outstanding,		243,600
Number of stockholders, common,	2	
Number of stockholders, preferred,	6,069	
Total number of stockholders,		6,071
Number of stockholders in Massachusetts, common,	2	
Number of stockholders in Massachusetts, preferred,	4,901	
Total stockholders in Massachusetts,		4,903
Amount of stock held in Massachusetts, common,	$7,000,000 00	
Amount of stock held in Massachusetts, preferred,	15,676,800 00	
Total stock held in Massachusetts,	$22,676,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1905,	–	$360 00
Fitchburg Railroad Co. plain bonds, .	4	Feb. 1, 1907,	$5,000,000 00	200,000 00
Fitchburg Railroad Co. plain bonds, .	4	April 1, 1907,	1,500,000 00	60,660 00
Fitchburg Railroad Co. plain bonds, .	5	May 1, 1908,	2,000,000 00	99,425 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1920,	500,000 00	19,740 00
Fitchburg Railroad Co plain bonds, .	4½	May 1, 1914,	500,000 00	22,500 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1915,	1,359,000 00	54,120 00
Fitchburg Railroad Co. plain bonds, .	4	July 1, 1916,	500,000 00	19,960 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1927,	2,750,000 00	109,700 00
Fitchburg Railroad Co. plain bonds, .	4	Jan. 1, 1928,	1,450,000 00	58,120 00
Fitchburg Railroad Co. plain bonds, .	3½	Oct. 1, 1920,	500,000 00	17,517 50
Fitchburg Railroad Co. plain bonds, .	3½	Oct. 1, 1921,	1,775,000 00	62,107 50
Fitchburg Railroad Co. plain bonds, .	4	May 1, 1925,	3,660,000 00	146,400 00
Troy & Boston first mortgage bonds,	7	July 1, 1924,	573,000 00	40,215 00
Brookline & Pepperell Railroad plain bonds.	5	Dec. 1, 1911,	100,000 00	4,850 00
TOTALS, ...	. .	. . .	$22,167,000 00	$915,675 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, ...	249.050	104.420
Length of branch line, ...	145.090	83.840
TOTAL LENGTH OF LINE OWNED, ...	394.140	188.260
Length of second track, ...	127.220	100.630
Length of third track, ...	3.900	3.900
Length of fourth track, ...	2.020	2.020
Length of side track, etc., ...	258.250	153.480
TOTAL LENGTH OF TRACK OWNED, ...	785.530	448.290

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses Williams, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Paul Crocker, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Gordon Abbott, Manchester, Mass. Charles T. Crocker, Fitchburg, Mass. William H. Hollister, New York, N. Y. William E. Rice, Worcester, Mass. Joseph B. Russell, Cambridge, Mass. Francis Smith, Rockland, Me. Frederick J. Stimson, Dedham, Mass. George R. Wallace, Fitchburg, Mass. Charles E. Ware, Fitchburg, Mass. Moses Williams, Brookline, Mass. Robert Winsor, Boston, Mass. Brigham N. Bullock, Fitchburg, Mass., died February 20, 1906. Charles Lowell, Boston, Mass., died May 24, 1906.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES WILLIAMS,
ROBERT WINSOR,
C. T. CROCKER,
CHAS. E. WARE,
GEORGE R. WALLACE,
GORDON ABBOTT,
JOSEPH B. RUSSELL,
Directors.
DAN. A. GLEASON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. AUGUST 27, 1906. Then personally appeared the above-named C. T. Crocker, Chas. E. Ware, George R. Wallace, and on August 29, Moses Williams, Robert Winsor, Gordon Abbott, Joseph B. Russell and Dan. A. Gleason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE O. FOSTER,
Justice of the Peace.

RETURN

OF THE

GRAFTON & UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$82,148 35
Operating expenses,		58,546 12
GROSS INCOME ABOVE OPERATING EXPENSES,		$23,602 23
Charges upon income accrued during the year:		
Interest on funded debt,	$10,900 00	
Interest and discount on unfunded debts and loans,	3,825 00	
Taxes,	535 66	
Other deductions from income:		
Paid towards additions and improvements to property,	12,875 07	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		28,135 73
Deficit for the year ending June 30, 1906,		$4,533 50
Amount of surplus June 30, 1905,		7,776 89
TOTAL SURPLUS JUNE 30, 1906,		$3,243 39

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,			$32,231 31
From mails,			1,159 76
From express,			3,698 26
TOTAL EARNINGS, PASSENGER SERVICE,			$37,089 33
Freight service:			
Gross receipts from freight,	$45,571 20		
Deductions:			
Overcharge to shippers,		$512 18	
TOTAL EARNINGS, FREIGHT SERVICE,			45,059 02
GROSS EARNINGS FROM OPERATION,			$82,148 35

Expenses of Operation.

General expenses:	
Salaries of general officers,	$1,500 00
Salaries of clerks and attendants,	476 00
General office expenses and supplies,	327 17
Insurance,	150 75
Law expenses,	143 11
Stationery and printing (general offices),	83 14
Total,	$2,680 17
Maintenance of way and structures:	
Repairs of roadway,	$7,413 25
Renewals of ties,	2,809 90
Repairs and renewals of buildings and fixtures,	247 26
Total,	$10,470 41
Maintenance of equipment:	
Repairs and renewals of locomotives,	$1,201 05
Repairs and renewals of freight cars,	109 49
Total,	$1,310 54
Conducting transportation:	
Engine and roundhouse men,	$2,844 00
Fuel for locomotives,	4,022 71
Water supply for locomotives,	394 21
Oil, tallow and waste for locomotives,	352 25
Other supplies for locomotives,	112 14
Train service,	3,007 00
Train supplies and expenses,	109 41
Switchmen, flagmen and watchmen,	657 00
Telegraph expenses,	55 40
Station service,	4,376 00
Station supplies,	114 88
Car per diem and mileage — balance,	3,768 56
Injuries to persons,	430 00
Rentals for tracks, yards and terminals,	1,225 00
Rentals of buildings and other property,	30 00
Stationery and printing,	182 20
Other expenses of conducting transportation:	
Travelling expenses, telephone, etc.,	125 19
Paid by contract for operation of passenger cars by electricity,	22,279 05
Total,	$44,085 00
Recapitulation:	
General expenses,	$2,680 17
Maintenance of way and structures,	10,470 41
Maintenance of equipment,	1,310 54
Conducting transportation,	44,085 00
Total Operating Expenses,	$58,546 12
Percentage of operating expenses to gross earnings,	71.27

GENERAL BALANCE SHEET, JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$533,917 68
Cost of equipment,	68,082 32
TOTAL PERMANENT INVESTMENTS,	$602,000 00
Cash,	3,243 39
TOTAL,	$605,243 39

LIABILITIES.	CR.
Capital stock,	$250,000 00
Funded debt,	268,000 00
Current liabilities: loans and notes payable,	84,000 00
Profit and loss balance (surplus),	3,243 39
TOTAL,	$605,243 39

PROPERTY ACCOUNTS.

Additions to construction account:		
Grading and masonry,	$5,464 27	
Superstructure, including rails,	14,059 43	
Lands, land damages and fences,	475 00	
Turn-tables,	2,876 37	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		$22,875 07
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): charged off,		12,875 07
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$10,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	$239,200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4	Nov. 1, 1912,	$250,000 00	$10,000 00
Second mortgage bonds,	5	July 1, 1913,	18,000 00	900 00
TOTALS,			$268,000 00	$10,900 00

Volume of Traffic, etc.

Passenger traffic:	
Number of passengers carried paying revenue,	323,126
Number of passengers carried one mile,	2,585,008
Number of passengers carried one mile per mile of road operated,	184,639
Average length of journey per passenger,	8.000 miles.
Average amount received per passenger per mile carried,	1.246 cents.
Passenger earnings (gross) per mile of road operated,	$2,302 23
Passenger earnings (gross) per passenger-train mile run,	18.645 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue,	79,112
Number of tons of freight hauled one mile,	712,008
Number of tons of freight hauled one mile per mile of road operated,	43,152
Average length of haul per ton,	9.000 miles.
Average amount received per ton per mile hauled,	6.403 cents.
Freight earnings (gross) per mile of road operated,	$2,761 89.000
Freight earnings (gross) per freight-train mile run,	2.696
Operating expenses:	
Operating expenses per mile of road operated,	3,548 25.000
Operating expenses per revenue-train mile run,	29.929 cents.
Train mileage:	
Miles run by passenger trains,	178,711
Miles run by freight trains,	16,902
Total mileage of trains earning revenue,	195,613
Miles run by switching trains,	11,581
Miles run by construction and other trains,	299
Total train mileage,	207,493
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	.900 cent.
Average rate received per ton mile for local freight,	3.590 cents.
Average rate received per ton mile for interline freight,	2.800 "
Employees:	
Average number of persons employed,	33

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned and Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	16.500	16.500
Length of branch line (electric loop),	2.620	2.620
Total Length of Line Owned,	19.120	19.120
Length of side track, etc.,	3.790	3.790
Total Length of Track Owned,	22.910	22.910
Equipped for Electric Power.		
Length of main line,	13.500	13.500
Length of branch line (electric loop),	2.620	2.620
Total Length of Electric Line,	16.120	16.120
Length of side track, etc.,	.200	.200
Total Length of Electric Track,	16.320	16.320

Description of Equipment.

Rolling Stock.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Equipped with Automatic Couplers.	Maximum Weight.	Average Weight.	Name of Coupler Used.
Locomotives.						
Freight,	2	2	-	Lbs. 103,000	Lbs. 95,500	-
Cars — Company's Service.						
Caboose cars,	1	-	1	-	-	Gould.

Railroad Crossings in Massachusetts.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	29
Number of highway grade crossings unprotected,	29
Number of highway bridges 18 feet (or more) above track,	1
Height of lowest highway bridge above track,	18 feet.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	In Massachusetts.						Total on All Lines Operated.	
	From causes beyond their own control.		From their own misconduct or carelessness.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	1	-	1	-	1
Other persons,	-	-	-	-	-	-	-	-
Totals,	-	-	-	1	-	1	-	1

Corporate Name and Address of the Company.

GRAFTON & UPTON RAILROAD COMPANY,

Milford, Mass.

Names and Business Address of Principal Officers.

Edward P. Usher, *President and Clerk of Corporation*, Grafton, Mass. George A. Draper, *Vice-President*, Hopedale, Mass. Levi W. Moore, *Treasurer, General Auditor, General Manager, General Traffic Manager, General Passenger Agent, General Freight Agent and Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A Draper, Hopedale, Mass. Frank J. Dutcher, Hopedale, Mass. Eben D. Bancroft, Hopedale, Mass. George W. Knowlton, West Upton, Mass. Edward P. Usher, Grafton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EBEN D. BANCROFT,
GEORGE W. KNOWLTON,
EDWARD P. USHER,
FRANK J. DUTCHER,
Directors.
LEVI W. MOORE,
Treasurer.
LEVI W. MOORE,
Chief Accounting Officer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. HOPEDALE, Sept. 6. 1906. Then personally appeared the above-named Eben D. Bancroft, Frank J. Dutcher and Levi W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WM. H. JORDAN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. GRAFTON, Sept. 7, 1906. Then personally appeared the above-named Edward P. Usher, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, EDWIN A. HOWE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. UPTON, Sept. 7, 1906. Then personally appeared the above-named George W. Knowlton, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, FRANCIS T. NELSON,
Justice of the Peace.

RETURN

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$47,881 55
Income from other sources: interest received on cash (daily balance),		463 57
GROSS INCOME,		$48,345 12
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$905 50	
Interest on funded debt,	8,000 00	
Taxes,	2,991 84	
TOTAL EXPENSES AND CHARGES UPON INCOME,		11,897 34
NET DIVISIBLE INCOME,		$36,447 78
Dividends declared (14 per cent),		36,400 00
Surplus for the year ending June 30, 1906,		$47 78
Amount of surplus June 30, 1905,		27,978 68
TOTAL SURPLUS JUNE 30, 1906,		$28,026 46

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$460,000 00
Cash,	$19,531 74	
Traffic balances due from other companies,	8,494 72	
TOTAL CASH AND CURRENT ASSETS,		28,026 46
TOTAL,		$488,026 46

LIABILITIES.	CR.
Capital stock,	$260,000 00
Funded debt,	200,000 00
Profit and loss balance (surplus),	28,026 46
TOTAL,	$488,026 46

Capital Stock.		
Capital stock authorized by law,	$350,000 00	
Capital stock authorized by votes of company,	260,000 00	
Capital stock issued and outstanding,		$260,000 00
Number of shares issued and outstanding,	2,600	
Number of stockholders,	14	
Number of stockholders in Massachusetts,	12	
Amount of stock held in Massachusetts,	$238,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage main line,	Per Cent. 4	April 1, 1911,	$200,000 00	$8,000 00

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	10.320	10.320
Length of side track, etc.,	15.530	15.530
Total Length of Track Owned,	25.850	25.850

Corporate Name and Address of the Company.

HOLYOKE & WESTFIELD RAILROAD COMPANY,

Holyoke, Mass.

Names and Business Address of Principal Officers.

Edward W. Chapin, *President*, Holyoke, Mass. Charles B. Prescott, *Vice-President*, Holyoke, Mass. Fred F. Partridge, *Treasurer*, Holyoke, Mass. James Kirkpatrick, *Clerk of Corporation*, Holyoke, Mass.

Names and Residence of Board of Directors.

Edward W. Chapin, Holyoke, Mass. Charles B. Prescott, Holyoke, Mass. James H. Newton, Holyoke, Mass. Joseph Metcalf, Holyoke, Mass. Henry H. Alderman, Holyoke, Mass. Jacob Becker, Holyoke, Mass. William F. McGrath, Holyoke, Mass. John K. McCarthy, Holyoke, Mass. Thomas Norris, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD W. CHAPIN,
CHARLES B. PRESCOTT,
JACOB BECKER,
HENRY H. ALDERMAN,
JOHN K. McCARTHY,
Directors.
FRED F. PARTRIDGE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SEPT. 4, 1906. Then personally appeared the above-named Edward W. Chapin, Charles B. Prescott, Jacob Becker, Henry H. Alderman, John K. McCarthy and Fred F. Partridge, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK J. PHELPS,
Justice of the Peace.

RETURN

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$76,945 74
Operating expenses,		48,351 22
NET EARNINGS FROM OPERATION,		$28,594 52
Miscellaneous income, less expense of collecting: rents, etc.,		438 19
GROSS INCOME ABOVE OPERATING EXPENSES,		$29,032 71
Charges upon income accrued during the year:		
Interest on funded debt,	$12,400 00	
Interest and discount on unfunded debts and loans,	11 68	
Taxes,	2,249 69	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		14,661 37
Surplus for the year ending June 30, 1906,		$14,371 34
Amount of surplus June 30, 1905,		23,350 59
TOTAL SURPLUS JUNE 30, 1906,		$37,721 93
EARNINGS FROM OPERATION.		
Passenger service:		
Gross receipts from passengers,		$16,037 26
From mails,		1,180 60
From express,		2,126 87
TOTAL EARNINGS, PASSENGER SERVICE,		$19,344 73
Freight service:		
Gross receipts from freight,		57,601 01
GROSS EARNINGS FROM OPERATION,		$76,945 74

Expenses of Operation.	
General expenses:	
Salaries of general officers,	$2,141 00
Salaries of clerks and attendants,	406 00
General office expenses and supplies,	576 42
Insurance,	1,212 17
Stationery and printing (general offices),	272 18
Other general expenses,	554 71
Total,	$5,162 48
Maintenance of way and structures:	
Repairs of roadway,	$4,208 51
Renewals of ties,	3,148 93
Repairs and renewals of bridges and culverts,	301 17
Repairs and renewals of buildings and fixtures,	1,487 23
Repairs and renewals of telegraph and telephones,	218 87
Total,	$9,364 71
Maintenance of equipment:	
Repairs and renewals of locomotives,	$3,557 62
Repairs and renewals of passenger cars,	727 56
Repairs and renewals of freight cars,	3,145 47
Repairs and renewals of shop machinery and tools,	3,856 63
Other expenses of maintaining equipment: air brakes and automatic couplers,	1,226 00
Total,	$12,513 28
Conducting transportation:	
Engine and roundhouse men,	$2,833 15
Fuel for locomotives,	6,638 46
Water supply for locomotives,	30 00
Oil, tallow and waste for locomotives,	98 61
Other supplies for locomotives,	75 00
Train service,	2,175 61
Switchmen, flagmen and watchmen,	987 55
Station service (agents, $1,943; transferring, $5,998.90),	7,941 90
Station supplies,	127 47
Advertising,	403 00
Total,	$21,310 75
Recapitulation:	
General expenses,	$5,162 48
Maintenance of way and structures,	9,364 71
Maintenance of equipment,	12,513 28
Conducting transportation,	21,310 75
Total Operating Expenses,	$48,351 22
Percentage of operating expenses to gross earnings,	62.84

General Balance Sheet June 30, 1906.	
Assets.	Dr.
Cost of road,	$433,220 95
Cost of equipment,	80,562 34
Total Permanent Investments,	$513,783 29

Cash,	$11,207 96	
Due from agents,	3,446 40	
Traffic balances due from other companies,	707 30	
Due from solvent companies and individuals,	178 73	
TOTAL CASH AND CURRENT ASSETS,		$15,540 39
Materials and supplies,		10,549 19
TOTAL,		$539,872 87

LIABILITIES.		CR.
Capital stock,		$250,000 00
Funded debt,		246,000 00
Current liabilities:		
Salaries and wages,	$1,872 91	
Traffic balances due to other companies,	178 03	
TOTAL CURRENT LIABILITIES,		2,050 94
Accrued liabilities: interest accrued and not yet due,		4,100 00
Profit and loss balance (surplus),		37,721 93
TOTAL,		$539,872 87

PROPERTY ACCOUNTS.

Additions to equipment account: locomotives (2 in number) fitted new for service,	$3,804 02
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	$3,804 02

CAPITAL STOCK.

Capital stock authorized by law,	$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds (gold),	Per Cent. 5	Sept. 1, 1922,	$246,000 00	$12,400 00

Volume of Traffic, etc.

Passenger traffic:	
Number of passengers carried paying revenue,	35,481
Number of passengers carried one mile,	478,685
Number of passengers carried one mile per mile of road operated,	19,147
Average length of journey per passenger,	13.490 miles.
Average amount received per passenger per mile carried,	45.1995 cents.
Passenger earnings (gross) per mile of road operated,	$773 78 920
Passenger earnings (gross) per passenger-train mile run,	50.195
Freight traffic:	
Number of tons of freight hauled earning revenue,	55,772
Number of tons of freight hauled one mile,	858,723
Number of tons of freight hauled one mile per mile of road operated,	34,349
Average length of haul per ton,	15.400 miles.
Average amount received per ton per mile hauled,	$1 03.277
Freight earnings (gross) per mile of road operated,	2,304 04 040
Freight earnings (gross) per freight-train mile run,	3 83.062
Operating expenses:	
Operating expenses per mile of road operated,	$1,934 04.880
Operating expenses per revenue-train mile run,	1 04.354
Train mileage:	
Miles run by passenger trains,	31,297
Miles run by freight trains,	7,795
Miles run by mixed trains,	7,242
Total mileage of trains earning revenue,	46,334
Miles run by construction and other trains,	614
Total train mileage,	46,948
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	4.000 cents.
Average rate of fare per mile received for mileage tickets,	3.000 "
Average rate of fare per mile received for interline tickets,	2.200 "
Average rate received per ton mile for local freight,	6.708 "
Employees:	
Average number of persons employed,	63

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned and Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	24.250	8.220
Length of branch line, Hartwellville Branch and Mt. Mills Branch, Vt.,	.750	-
Total Length of Line Owned and Operated,	25.000	8.220
Length of side track, etc.,	3.000	1.000
Total Length of Track Owned and Operated,	28.000	9.220

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
LOCOMOTIVES.					
Passenger,	4	4*	-	-	-
Freight,	2	2†	-	-	-
TOTAL,	6	6	-	-	-
CARS — PASSENGER SERVICE.					
Passenger cars,	3	-	3‡	3	Trojan.
Combination cars,	1	-	1‡	1	Trojan.
Other cars in passenger service,	2	-	2	2	-
TOTAL,	6	-	6	6	-
CARS — FREIGHT SERVICE.					
Box cars,	52	-	52‡	52	Trojan.
Flat cars,	45	-	45‡	45	Trojan.
Coal cars,	17	-	17‡	17	Trojan.
Refrigerator cars,	1	-	1‡	1	Trojan.
TOTAL,	115	-	115‡	115	-
CARS — COMPANY'S SERVICE.					
Caboose cars,	1	-	1‡	1	Trojan.
Other cars in company's service,	5	-	-	-	-
TOTAL,	6	-	1	1	-

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,

CORPORATION OFFICE, NORTH ADAMS, MASS.; GENERAL OFFICES, WILMINGTON, VT.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John P. Kellas, *President and General Manager*, Malone, N. Y. (office, Wilmington, Vt.) Moses Newton, *Vice-President*, Holyoke, Mass. John W. Genaway, *Treasurer*, Malone, N. Y. S. John Lamoureux, *Clerk of Corporation*, North Adams, Mass. H. Lennox Bray, *General Auditor*, Wilmington, Vt. Martin A. Brown, *General Passenger Agent and General Freight Agent*, Wilmington, Vt. George F. Roberts, *Superintendent*, Wilmington, Vt.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John P. Kellas, Malone, N. Y. John W. Genaway, Malone, N. Y. George F. Roberts, Wilmington, Vt. J. S. Pishon, Boston, Mass. Moses Newton, Holyoke, Mass.

* Three New York air and automatic couplers, one Eames vacuum and automatic couplers.
† New York air brakes and automatic couplers. ‡ New York air brakes.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES NEWTON,
GEO. F. ROBERTS,
Directors.
J. W. GENAWAY,
Treasurer.
H. L. BRAY,
Chief Accounting Officer.

STATE OF VERMONT.

WINDHAM, ss. WILMINGTON, Oct. 20, 1906. Then personally appeared the above-named Moses Newton, George F. Roberts, directors, and H. L. Bray, chief accounting officer, of the Hoosac Tunnel & Wilmington Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, O. E. BUTTERFIELD,
Notary Public.

STATE OF NEW YORK.

FRANKLIN COUNTY, ss. NOV. 8, 1906. Then personally appeared the herein-named John P. Kellas, president, John W. Genaway, treasurer, directors of the Hoosac Tunnel & Wilmington Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, I. BERTHA DENNY,
Notary Public.

RETURN

OF THE

HORN POND BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[This road is merely the spur of an ice company, used for the transportation of its ice.]

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$15,238 46
TOTAL,		$15,238 46

LIABILITIES.	CR.	
Capital stock,		$2,000 00
Profit and loss balance (surplus),		13,238 46
TOTAL,		$15,238 46

CAPITAL STOCK.

Capital stock authorized by law,	$40,000 00	
Capital stock authorized by votes of company,	2,000 00	
Capital stock issued and outstanding (100 shares),		$2,000 00
Number of shares issued and outstanding,	100	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$2,000 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	.663	.663
Length of side track, etc.,	.076	.076
TOTAL LENGTH OF TRACK OWNED,	.739	.739

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,

110 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Reuben W. Hopkins, *President*, 110 State Street, Boston, Mass. Frank J. Bartlett, *Treasurer and Clerk of Corporation*, 110 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Boston, Mass. Frank J. Bartlett, Malden, Mass. Charles Russell, Watertown, Mass. Jeremiah Flanders, Melrose, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

REUBEN W. HOPKINS,
CHARLES RUSSELL,
FRANK J. BARTLETT,
JEREMIAH FLANDERS,
Directors.

FRANK J. BARTLETT,
Treasurer.

FRANK J. BARTLETT,
Chief Accounting Officer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, July 26, 1906. Then personally appeared the above-named Reuben W. Hopkins, Charles Russell, Jeremiah Flanders and F. J. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALBERT F. ORNE,
Justice of the Peace.

RETURN

OF THE

LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$52,500 00
Income from other sources: interest on bank deposits,		54 35
GROSS INCOME,		$52,554 35
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$319 00	
Taxes,	18 04	
TOTAL EXPENSES AND CHARGES UPON INCOME,		337 04
NET DIVISIBLE INCOME,		$52,217 31
Dividends declared (8 per cent),		50,000 00
Surplus for the year ending June 30, 1906,		$2,217 31
Amount of surplus June 30, 1905,		146,223 15
TOTAL SURPLUS JUNE 30, 1906,		$148,440 46

GENERAL BALANCE SHEET JUNE 30, 1906.	
ASSETS.	DR.
Cost of road,	$767,050 24
Cash,	6,390 22
TOTAL,	$773,440 46
LIABILITIES.	CR.
Capital stock,	$625,000 00
Profit and loss balance (surplus),	148,440 46
TOTAL,	$773,440 46

CAPITAL STOCK.		
Capital stock authorized by law,	Unlimited.	
Capital stock authorized by votes of company,	$625,000 00	
Capital stock issued and outstanding,		$625,000 00
Number of shares issued and outstanding,	6,250	
Number of stockholders,	204	
Number of stockholders in Massachusetts,	179	
Amount of stock held in Massachusetts,	$571,700 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	8.850	8.850
Length of second track,	7.280	7.280
Length of side track, etc.,	6.230	6.230
TOTAL LENGTH OF TRACK OWNED,	22.360	22.360

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,

LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick Ayer, *President*, Boston, Mass. Austin K. Chadwick, *Treasurer*, Lowell, Mass. Grenville Hovey, *Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Boston, Mass. Frederick F. Ayer, New York, N. Y. George Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates, Lowell, Mass. Jacob Rogers, Lowell, Mass. Frederick A. Flather, Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JACOB ROGERS,
OLIVER H. MOULTON,
PRESCOTT C. GATES,
FREDERICK A. FLATHER,
Directors.
AUSTIN K. CHADWICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Sept. 5, 1906. Then personally appeared the above-named Jacob Rogers, Oliver H. Moulton, Prescott C. Gates and Frederick A. Flather, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES A. RICHARDSON,
Justice of the Peace.

RETURN

OF THE

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	$600 00
Expenses and charges upon income accrued during the year: interest on funded debt,	$600 00
Amount of deficit June 30, 1905,	$8,408 24
TOTAL DEFICIT JUNE 30, 1906,	$8,408 24

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$101,308 23
Cash,	283 53
Profit and loss balance (deficit),	8,408 24
TOTAL,	$110,000 00

LIABILITIES.	CR.
Capital stock,	$100,000 00
Funded debt,	10,000 00
TOTAL,	$110,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	4	
Amount of stock held in Massachusetts,	$30,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . .	6	Jan. 1, 1909,	$10,000 00	$600 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, ...	4.650	4.650
Length of side track, etc, ...	.420	.420
TOTAL LENGTH OF TRACK OWNED, ...	5.070	5.070

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,

FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. William F. Draper, *Vice-President*, Hopedale, Mass. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. George B. Phippen, *Transfer Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. Charles F. Choate, Boston, Mass. Timothy E. Byrnes, New Haven, Conn. Nathaniel Thayer, Boston, Mass. William Skinner, Holyoke, Mass. Charles F. Brooker, Ansonia, Conn. Edwin Milner, Moosup, Conn. Robert W. Taft, Providence, R. I. D. Newton Barney, Farmington, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
EDWIN MILNER,
WILLIAM SKINNER,
ROBERT W. TAFT,
CHAS. F. BROOKER,
N. THAYER,
Directors.
A. S. MAY,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1906. Then personally appeared the above-named Charles S. Mellen, Edwin Milner, William Skinner, Robt. W. Taft, Chas. F. Brooker and N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 24, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, A. W. BOWMAN,
Notary Public.

RETURN

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$3,000 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$28 57	
Interest on funded debt,	3,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		3,028 57
Deficit for the year ending June 30, 1906,		$28 57
Amount of deficit June 30, 1905,		35,068 37
Credits to profit and loss account during the year: adjustment of rental,		925 00
TOTAL DEFICIT JUNE 30, 1906,		$34,171 94

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$173,381 13
Cash,	1,046 93
Profit and loss balance (deficit),	34,171 94
TOTAL,	$208,600 00

LIABILITIES.	CR.
Capital stock,	$148,600 00
Funded debt,	60,000 00
TOTAL,	$208,600 00

CAPITAL STOCK.

Capital stock authorized by law,	$200,000 00	
Capital stock authorized by votes of company,	148,600 00	
Capital stock issued and outstanding,		$148,600 00
Number of shares issued and outstanding,	1,486	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	$44,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Dec. 1, 1908,	$60,000 00	$3,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, ...	15.130	15.130
Length of side track, etc., ...	3.330	3.330
TOTAL LENGTH OF TRACK OWNED, ...	18.460	18.460

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,

MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. George B. Phippen, *Transfer Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. William Skinner, Holyoke, Mass. Charles F. Brooker, Ansonia, Conn. Robert W. Taft, Providence, R. I. Edwin Milner, Moosup, Conn. Timothy E. Byrnes, New Haven, Conn. Hiram M. Kochersperger, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
EDWIN MILNER,
WILLIAM SKINNER,
CHAS. F. BROOKER,
N. THAYER,
ROBERT W. TAFT,
Directors.

A. S. MAY,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1906. Then personally appeared the above-named Charles S. Mellen, Edwin Milner, William Skinner, Chas. F. Brooker, N. Thayer and Robt. W. Taft, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW HAVEN, ss. SEPT. 24, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, A. W. BOWMAN,
Notary Public.

RETURN

OF THE

NANTUCKET CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[A narrow gauge railroad.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$4,455 18
Operating expenses,		4,422 35
NET EARNINGS FROM OPERATION,		$32 83
Charges upon income accrued during the year:		
Interest on funded debt,	$1,020 00	
Taxes,	32 83	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		1,052 83
Deficit for the year ending June 30, 1906,		$1,020 00
Amount of deficit June 30, 1905,		3,640 00
TOTAL DEFICIT JUNE 30, 1906,		$4,660 00
EARNINGS FROM OPERATION.		
Passenger service:		
Gross receipts from passengers,		$3,811 05
From mails,		92 98
From express,		551 15
GROSS EARNINGS FROM OPERATION,		$4,455 18
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers,		$218 25
Salaries of clerks and attendants,		278 17
Stationery and printing (general offices),		60 18
TOTAL,		$556 60
Maintenance of way and structures: repairs of roadway,		$2,099 11
Maintenance of equipment:		
Repairs and renewals of locomotives,		$144 81
Repairs and renewals of passenger cars,		26 05
TOTAL,		$170 86

Conducting transportation:	
Engine and roundhouse men,	$605 95
Fuel for locomotives,	589 18
Water supply for locomotives,	35 00
Oil, tallow and waste for locomotives,	35 08
Train service,	180 46
Switchmen, flagmen and watchmen,	150 11
TOTAL,	$1,595 78

Recapitulation:	
General expenses,	$556 60
Maintenance of way and structures,	2,099 11
Maintenance of equipment,	170 86
Conducting transportation,	1,595 78
TOTAL OPERATING EXPENSES,	$4,422 35

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$35,000 00
Profit and loss balance (deficit),	4,660 00
TOTAL,	$39,660 00

LIABILITIES.	CR.
Capital stock,	$18,000 00
Funded debt,	17,000 00
Current liabilities: matured interest coupons unpaid (including coupons due July 1),	4,660 00
TOTAL,	$39,660 00

CAPITAL STOCK.

Capital stock authorized by law,	$18,000 00	
Capital stock authorized by votes of company,	18,000 00	
Capital stock issued and outstanding,		$18,000 00
Number of shares issued and outstanding,	180	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$18,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 6	Feb. 1, 1906,	$17,000 00	-

Volume of Traffic, etc.

Passenger traffic:	
Number of passengers carried paying revenue,	11,827
Number of passengers carried one mile,	100,529
Average length of journey per passenger,	8.500 miles.
Average amount received per passenger per mile carried,	.0379 cents.
Passenger earnings (gross) per mile of road operated,	$448 41.000
Train mileage:	
Miles run by passenger trains,	6,500
Total train mileage,	6,500
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	4.1666 cents.
Employees:	
Average number of persons employed,	16

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned and Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	8.500	8.500
Length of side track, etc.,	.200	.200
Total Length of Track Owned and Operated,	8.700	8.700

Description of Equipment.

Rolling Stock.	Number Owned.	Average Weight.	Equipped with Automatic Couplers.	Name of Coupler Used.
Locomotives.				
Passengers,	1	Lbs. 40,000	-	-
Cars — Passenger Service.				
Passenger cars,	3	-	3	Miller.
Baggage, express and mail cars,	1	-	-	-
Total,	4	-	3	-
Cars — Freight Service.				
Flat cars,	3	-	-	-
Cars — Company's Service.				
Gravel cars,	1	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of railroad with highways at grade, .	5
Number of highway grade crossings protected by flagmen, .	5

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,

WALTHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, 10 Tremont Street, Boston, Mass. Delmont L. Weeks, *Treasurer*, *Clerk of Corporation*, *General Manager and Superintendent*, Waltham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry S. Milton, Waltham, Mass. Byron B. Johnson, Waltham, Mass. George R. Taber, Waltham, Mass. Delmont L. Weeks, Waltham, Mass. Fred C. Hinds, Newtonville, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY S. MILTON,
FRED C. HINDS,
DELMONT L. WEEKS,
Directors.
DELMONT L. WEEKS,
Treasurer.
DELMONT L. WEEKS,
Chief Accounting Officer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 22, 1906. Then personally appeared the above-named Henry S. Milton, Delmont L. Weeks and Fred C. Hinds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALBERT E. SANFORD,
Justice of the Peace.

RETURN

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$1,057,031 20
Due from solvent companies and individuals,		6,257 41
Profit and loss balance (deficit),		646,694 29
TOTAL,		$1,709,982 90

LIABILITIES.	CR.	
Capital stock,		$500,000 00
Funded debt,		500,000 00
Current liabilities:		
Loans and notes payable,	$105,509 90	
Matured interest coupons unpaid (including coupons due October 1, 1894),	604,473 00	
TOTAL CURRENT LIABILITIES,		709,982 90
TOTAL,		$1,709,982 90

CAPITAL STOCK.

Capital stock authorized by law,	$600,000 00	
Capital stock authorized by votes of company,	500,000 00	
Capital stock issued and outstanding,		$500,000 00
Number of shares issued and outstanding,	5,000	
Number of stockholders,	138	
Number of stockholders in Massachusetts,	79	
Amount of stock held in Massachusetts,	$55,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	Oct. 1, 1894,	$500,000 00	-

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	20.120	15.140
Length of side track, etc.,	4.570	2.180
TOTAL LENGTH OF TRACK OWNED,	24.690	17.320

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. John F. Webster, Concord, N. H. Fred S. Heath, Concord, N. H. Frank A. Merrill, Concord, N. H. Harry H. Dudley, Concord, N. H. Herman F. Straw, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
JOHN F. WEBSTER,
FRED S. HEATH,
Directors.
JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. OCT. 3, 1906. Then personally appeared the above-named Benjamin A. Kimball, John F. Webster and Fred S. Heath, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN M. MITCHELL,
Justice of the Peace.

RETURN

OF THE

NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	$73,000 00
Dividends received on stocks owned: Boston & Maine R.R.,	1,572 00
Interest received on bonds owned: Boston & Maine, Maine Central and Fitchburg Railroads,	840 00
Income from other sources: interest, $253.82; office rent, $20,	273 82
GROSS INCOME,	$75,685 82
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	949 30
NET DIVISIBLE INCOME,	$74,736 52
Dividends declared (9 per cent.),	72,000 00
Surplus for the year ending June 30, 1906,	$2,736 52
Amount of surplus June 30, 1905,	169,002 67
TOTAL SURPLUS JUNE 30, 1906,	$171,739 19

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$684,242 07
Cost of equipment,		218,242 95
TOTAL PERMANENT INVESTMENTS,		$902,485 02
Cash,	$7,750 17	
Stock and bonds,	62,545 00	
TOTAL CASH AND CURRENT ASSETS,		70,295 17
TOTAL,		$972,780 19

Liabilities.	Cr.
Capital stock,	$800,000 00
Current liabilities: dividends not called for,	1,041 00
Profit and loss balance (surplus),	171,739 19
Total,	$972,780 19

Capital Stock.

Capital stock authorized by law,	$800,000 00	
Capital stock authorized by votes of company,	800,000 00	
Capital stock issued and outstanding,		$800,000 00
Number of shares issued and outstanding,	8,000	
Number of stockholders,	410	
Number of stockholders in Massachusetts,	225	
Amount of stock held in Massachusetts,	$562,700 00	

Description of Railroad Owned.

(See also tabulated statement in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	14.500	9.250
Length of second track,	14.500	9.250
Length of side track, etc.,	13.080	8.180
Total Length of Track Owned,	42.080	26.680

Corporate Name and Address of the Company.

NASHUA & LOWELL RAILROAD CORPORATION,

50 State Street Boston, Mass.

Names and Business Address of Principal Officers.

David P. Kimball, *President*, 35 Congress Street, Boston, Mass. John Brooks, *Treasurer*, 50 State Street, Boston, Mass. Lester F. Thurber, *Clerk of Corporation*, Nashua, N. H.

Names and Residence of Board of Directors.

David P. Kimball, Boston, Mass. Alfred S. Hall, Winchester, Mass. Edward A. Newell, Wilton, N. H. Frederick Brooks, Boston, Mass. John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

DAVID P. KIMBALL,
JOHN BROOKS,
ALFRED S. HALL,
FRED. BROOKS,
Directors.
JOHN BROOKS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. SEPT. 15, 1906. Then personally appeared the above-named John Brooks, Alfred S. Hall, and Frederick Brooks, directors, and John Brooks, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALBIN L. RICHARDS,
Justice of the Peace.

RETURN

OF THE

NEWBURYPORT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[This road is leased to and operated by the Boston & Maine Railroad, that road owning all the bonds and nearly all the stock. An agreement has been made for the sale of the road, franchises and property to the Boston & Maine Railroad, that road assuming all liabilities and paying stockholders $3 per share for the outstanding capital stock. Deed of sale has not yet been executed.]

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$597,386 32
TOTAL,	$597,386 32

LIABILITIES.	CR.
Capital stock,	$220,340 02
Funded debt,	300,000 00
Profit and loss balance (surplus),	77,046 30
TOTAL,	$597,386 32

CAPITAL STOCK.

Capital stock authorized by law,	$430,000 00	
Capital stock authorized by votes of company,	202,100 00	
Capital stock issued and outstanding,		$200,900 00
Amount paid in on shares not yet issued,		19,440 02
TOTAL CAPITAL STOCK LIABILITY,		$220,340 02
Number of shares issued and outstanding,	2,009	
Number of stockholders,	108	
Number of stockholders in Massachusetts,	107	
Amount of stock held in Massachusetts,	$200,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	6	Nov. 15, 1852,	$3,900 00	-
Mortgage bonds,	6	Oct. 16, 1854,	30,200 00	-
Mortgage bonds,	6	Dec. 15, 1857,	113,100 00	-
Mortgage bonds,	6	March 1, 1870,	298,600 00	-
TOTALS,			$445,800 00*	-

* All of which are owned by the Boston & Maine Railroad and for which the liability of the Newburyport Railroad Company at the termination of the lease is $300,000.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	26.980	26.980
Length of side track, etc.,	5.310	5.310
TOTAL LENGTH OF TRACK OWNED,	32.290	32.290

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD COMPANY.

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. William J. Hobbs, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY M. WHITNEY,
WALTER HUNNEWELL,
JOSEPH H. WHITE,
WM. J. HOBBS,
Directors.

HERBERT E. FISHER,
Treasurer.

WM. J. HOBBS,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 6, 1906. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Walter Hunnewell, Joseph H. White and William J. Hobbs, directors of the Newburyport Railroad, and Herbert E. Fisher, its treasurer, and William J. Hobbs, its auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

NEW ENGLAND RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$986,397 85
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$1,397 85	
Interest on funded debt,	835,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		836,397 85
NET DIVISIBLE INCOME,		$150,000 00
Dividends declared (3 per cent on preferred stock),		$150,000 00
Amount of surplus June 30, 1905,		$1,049,039 18
TOTAL SURPLUS JUNE 30, 1906,		$1,049,039 18

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.	DR.	
Cost of road,		$40,828,764 75
Equipment and personal property leased to New York, New Haven & Hartford Railroad Company,		2,416,608 87
Underlying lien being mortgage of the New York & New England Railroad Company,		1,500,000 00
TOTAL PERMANENT INVESTMENTS,		$44,745,373 62
Sinking and other special funds,	$130 00	
Other cash assets,	886,214 08	
TOTAL CASH AND CURRENT ASSETS,		886,344 08
TOTAL,		$45,631,717 70
LIABILITIES.	CR.	
Capital stock, common,	$20,000,000 00	
Capital stock, preferred,	5,000,000 00	
TOTAL CAPITAL STOCK,		$25,000,000 00

Funded debt,		$17,500,000 00
Mortgage debt of the New York & New England R.R. Co.,		1,500,000 00
Current liabilities:		
Audited vouchers and accounts,	$582,548 52	
Matured interest coupons unpaid (including coupons due July 1),	130 00	
TOTAL CURRENT LIABILITIES,		582,678 52
Profit and loss balance (surplus),		1,049,039 18
TOTAL,		$45,631,717 70

PROPERTY ACCOUNTS.

Additions to construction account:		
Grading and masonry,	$621,835 11	
Bridging,	574,255 01	
Superstructure, including rails,	335,151 45	
Lands, land damages and fences,	501,444 63	
Passenger and freight stations, coal sheds and water stations,	41,168 88	
Engine-houses, car-houses and turn-tables,	16,087 21	
Engineering and other expenses incident to construction,	22,203 32	
Other additions to construction account:		
Crossings, cattle guards and signs,	302,966 05	
General expenses,	2,554 09	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		$2,417,665 75

CAPITAL STOCK.

Capital stock authorized by law, common,	$20,000,000 00	
Capital stock authorized by law, preferred,	5,000,000 00	
Total capital stock authorized by law,	$25,000,000 00	
Capital stock authorized by votes of company, common,	20,000,000 00	
Capital stock authorized by votes of company, preferred,	5,000,000 00	
Total capital stock authorized by vote,	$25,000,000 00	
Capital stock issued and outstanding, common,		$20,000,000 00
Capital stock issued and outstanding, preferred,		5,000,000 00
Total capital stock outstanding,		$25,000,000 00

Number of shares issued and outstanding, common,	200,000	
Number of shares issued and outstanding, preferred,	50,000	
Total number of shares outstanding,		250,000
Number of stockholders, common,	17	
Number of stockholders, preferred,	2	
Total number of stockholders,		19
Number of stockholders in Massachusetts, common,		6
Amount of stock held in Massachusetts, common,	$35,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated mortgage bonds, . .	5	July 1, 1945,	$7,500,000 00	$375,000 00
Consolidated mortgage bonds, . .	4	July 1, 1945,	10,000,000 00	400,000 00
Boston terminal first mortgage bonds,*	4	April 1, 1939,	1,500,000 00	60,000 00
TOTALS, ...	. .	. . .	$19,000,000 00	$835,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, ...	215.360	50.630
Length of branch line, ...	143.890	52.320
TOTAL LENGTH OF LINE OWNED, ...	359.250	102.950
Length of second track, ...	151.790	51.670
Length of side track, etc., ...	212.900	85.600
TOTAL LENGTH OF TRACK OWNED, ...	723.940	240.220

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW ENGLAND RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Fayette S. Curtis, *Vice-President*, Boston, Mass. George B. Phippen, *Treasurer*, Boston, Mass. John G. Parker, *Secretary*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Frank W. Cheney, South Manchester, Conn. Charles F. Brooker, Ansonia, Conn. D. Newton Barney, Hartford, Conn. Fayette S. Curtis, Boston, Mass. J. Pierpont Morgan, New York, N Y. Robert W. Taft, Providence. R. I. Charles S. Mellen, New Haven, Conn. Robert Knight, Providence, R. I. George J Brush, New Haven, Conn.

* Mortgage debt of the New York & New England Railroad Company.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
GEO. J. BRUSH,
FRANK W. CHENEY,
N. THAYER,
ROBERT W. TAFT,
Directors.
GEO. B. PHIPPEN,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1906. Then personally appeared the above-named Charles S. Mellen, Geo. J. Brush. Frank W. Cheney, Robt. W. Taft and N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 25, 1906. Then personally appeared Geo. B. Phippen, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, AUSTIN W. ADAMS,
Justice of the Peace.

RETURN

OF THE

NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$220,400 00
Dividends received on stocks owned,		3,436 00
Interest received on bonds owned,		47 25
GROSS INCOME,		$223,883 25
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$250 00	
Interest on funded debt,	107,000 00	
Contributions to sinking fund,	15,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		122,250 00
NET DIVISIBLE INCOME,		$101,633 25
Dividends declared (4 per cent),		98,400 00
Surplus for the year ending June 30, 1906,		$3,233 25
Amount of surplus June 30, 1905,		1,558,118 45
Debits to profit and loss account during the year: adjustment of equipment account,		100,430 62
TOTAL SURPLUS JUNE 30, 1906,		$1,460,921 08

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.	DR.	
Cost of road,		$6,364,555 57
Equipment and personal property (leased to New York, New Haven & Hartford R.R. Co.),		750,000 00
Stock of Holyoke & Westfield R.R. Co,	$20,000 00	
Stock of New York, New Haven & Hartford R.R. Co.,	14,893 75	
Stock of Southington Water Co.,	1,000 00	
		35,893 75
Bonds of New York, New Haven & Hartford R.R. Co. (3½ per cent. convertible),		2,700 00
TOTAL PERMANENT INVESTMENTS,		$7,153,149 32

Cash,	$740 71	
Sinking and other special funds,	829,419 14	
TOTAL CASH AND CURRENT ASSETS,		$830,159 85
TOTAL,		$7,983,309 17

LIABILITIES.	CR.
Capital stock,	$2,460,000 00
Funded debt,	2,600,000 00
Current liabilities: construction advances New York, New Haven & Hartford R.R. Co.,	632,968 95
Sinking and other special funds: consolidated 6 per cent. bonds,	829,419 14
Profit and loss balance (surplus),	1,460,921 08
TOTAL,	$7,983,309 17

PROPERTY ACCOUNTS.

Additions to construction account:		
Bridging,	$40,472 59	
Superstructure, including rails,	182,871 69	
Lands, land damages and fences,	94,875 75	
Passenger and freight stations, coal sheds and water stations,	91,283 28	
Engine-houses, car-houses and turn-tables,	15,435 86	
Elimination of grade crossings,	208,019 78	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		$632,968 95

CAPITAL STOCK.

Capital stock authorized by law,	$5,000,000 00	
Capital stock authorized by votes of company,	2,460,000 00	
Capital stock issued and outstanding,		$2,460,000 00
Number of shares issued and outstanding,	24,600	
Number of stockholders,	1*	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage and sinking fund bonds,	6	April, 1909,	$1,200,000 00	$72,000 00
Northern extension bonds,	5	April, 1911,	700,000 00	35,000 00
Convertible bonds,†	5	July 1, 1904,	700,000 00	-
TOTALS,			$2,600,000 00	$107,000 00

* New York, New Haven & Hartford Railroad Company.

† Redeemed and held by lessee.

SINKING FUNDS.

Amount June 30, 1905, of consolidated mortgage sinking fund,		$390,000 00
Additions during the year to above sinking fund,	$15,000 00	
Accrued interest on fund,	429,419 14	
TOTAL SINKING FUNDS JUNE 30, 1906,		$829,419 14

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	94.640	43.380
Length of branch line,	31.670	17.580
TOTAL LENGTH OF LINE OWNED,	126.310	60.960
Length of side track, etc.,	61.470	30.100
TOTAL LENGTH OF TRACK OWNED,	187.780	91.060

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Charles F. Brooker, *Vice-President*, Ansonia, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George J. Brush, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. D. Newton Barney, Farmington, Conn. Arthur D. Osborne, New Haven, Conn. Charles S. Mellen, New Haven, Conn. Frank W. Cheney, South Manchester, Conn. William Skinner, Holyoke, Mass. James S. Elton, Waterbury, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
GEO. J. BRUSH,
FRANK W. CHENEY,
N. THAYER,
WILLIAM SKINNER,
J. S. ELTON,
Directors.
A. S. MAY,
Treasurer.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1906. Then personally appeared the above-named Charles S. Mellen, Geo. J. Brush, Frank W. Cheney, N. Thayer, William Skinner and J. S. Elton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW HAVEN, ss. SEPT. 24, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, A. W. BOWMAN,
Notary Public.

RETURN

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Central Vermont.]

GENERAL EXHIBIT FOR THE YEAR (LESSOR'S ACCOUNT).		
Rental received from lease of road,		$216,552 50
Income from other sources: interest,		453 60
GROSS INCOME,		$217,006 10
Expenses and charges upon income accrued during year:		
Salaries and maintenance of organization,	$6,707 14	
Interest on funded debt,	68,120 00	
Interest and discount on unfunded debts and loans,	300 00	
Other expenses and charges upon income: interest on West River Railroad bonds,	3,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		78,127 14
NET DIVISIBLE INCOME,		$138,878 96
Dividends declared (9 per cent),		135,000 00
Surplus for the year ending June 30, 1906,		$3,878 96
Amount of surplus June 30, 1905,		526,626 64
TOTAL SURPLUS JUNE 30, 1906,		$530,505 60

GENERAL BALANCE SHEET JUNE 30, 1906 (LESSOR'S ACCOUNT).	
ASSETS.	DR.
Cost of road,	$3,064,629 47
Cost of equipment,	248,420 44
Stock of West River Railroad,	150,000 00
Other permanent property: steamboat property,	5,000 00
TOTAL PERMANENT INVESTMENTS,	$3,468,049 91
Cash,	74,251 17
TOTAL,	$3,542,301 08

Liabilities.		Cr.
Capital stock,		$1,500,000 00
Funded debt,		1,500,000 00
Current liabilities:		
Loans and notes payable,	$7,500 00	
Salaries and wages,	333 34	
Dividends not called for,	3,237 80	
Matured interest coupons unpaid,	474 34	
Total Current Liabilities,		11,545 48
Accrued liabilities: interest on West River Railroad bonds,		250 00
Profit and loss balance (surplus),		530,505 60
Total,		$3,542,301 08

Capital Stock (Lessor's Account).

Capital stock authorized by law,	$2,000,000 00	
Capital stock authorized by votes of company,	1,500,000 00	
Capital stock issued and outstanding,		$1,500,000 00
Number of shares issued and outstanding,	15,000	
Number of stockholders,	392	
Number of stockholders in Massachusetts,	192	
Amount of stock held in Massachusetts,	$775,600 00	

Funded Debt (Lessor's Account).

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated bonds,	5	July 1, 1910,	$812,000 00	$40,600 00
Consolidated bonds,	4	July 1, 1910,	688,000 00	27,520 00
Totals,			$1,500,000 00	$68,120 00

General Exhibit for the Year (Lessee's Account).

Gross earnings from operation,		$1,128,091 23
Operating expenses,		1,017,375 59
Gross Income above Operating Expenses,		$110,715 64
Charges upon income accrued during the year:		
Taxes,	$49,755 58	
Rentals of leased roads: New London Northern,	203,952 51	
Total Charges and Deductions from Income,		253,708 09
Deficit for the Year ending June 30, 1906,		$142,992 45

EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	$195,103 23		
Deductions:			
Tickets redeemed,		$152 00	
Excess fares refunded,		2,124 65	
Total deductions,		$2,276 65	
NET REVENUE FROM PASSENGERS,			$192,826 58
From mails,	$20,234 40		
From express,	21,250 55		
From extra baggage and storage,	2,287 28		
			43,772 23
TOTAL EARNINGS, PASSENGER SERVICE,			$236,598 81
Freight service:			
Gross receipts from freight,	$877,584 82		
Deductions:			
Overcharge to shippers,		$9,457 14	
TOTAL EARNINGS, FREIGHT SERVICE,			868,127 68
TOTAL PASSENGER AND FREIGHT EARNINGS,			$1,104,726 49
Other earnings from operation:			
Rents, etc.,			23,364 74
GROSS EARNINGS FROM OPERATION,			$1,128,091 23

EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

General expenses:	
Salaries of general officers,	$4,990 90
Salaries of clerks and attendants,	12,251 62
General office expenses and supplies,	1,616 58
Insurance,	4,864 63
Law expenses,	3,937 06
Stationery and printing (general offices),	1,271 22
Other general expenses,	269 10
TOTAL,	$29,201 11
Maintenance of way and structures:	
Repairs of roadway,	$48,071 67
Renewals of rails,	1,460 56
Renewals of ties,	11,327 77
Repairs and renewals of bridges and culverts,	52,892 41
Repairs and renewals of fences, road crossings, signs and cattle guards,	2,519 26
Repairs and renewals of buildings and fixtures,	44,640 79
Repairs and renewals of docks and wharves,	53,450 88
Repairs and renewals of telegraph,	546 27
Stationery and printing,	142 03
TOTAL,	$215,051 64

Maintenance of equipment:	
Superintendence,	$5,361 42
Repairs and renewals of locomotives,	11,170 76
Repairs and renewals of passenger cars,	3,445 63
Repairs and renewals of freight cars,	12,740 56
Repairs and renewals of work cars,	339 09
Repairs and renewals of shop machinery and tools,	1,050 06
Stationery and printing,	341 31
Other expenses of maintaining equipment,	3,590 27
TOTAL,	$38,039 10
Conducting transportation:	
Superintendence,	$14,063 27
Engine and roundhouse men,	59,614 21
Fuel for locomotives,	198,450 18
Water supply for locomotives,	5,163 18
Oil, tallow and waste for locomotives,	2,809 25
Other supplies for locomotives,	1,488 16
Train service,	50,420 65
Train supplies and expenses,	7,852 60
Switchmen, flagmen and watchmen,	18,623 72
Telegraph expenses,	15,182 39
Station service,	221,674 09
Station supplies,	9,924 03
Car per diem and mileage — balance,	25,981 43
Hire of equipment — balance,	35,018 36
Loss and damage,	18,574 54
Injuries to persons,	20,849 16
Clearing wrecks,	1,813 80
Advertising,	2,283 16
Outside agencies,	12,888 36
Commissions,	830 81
Rentals of buildings and other property,	4,630 85
Stationery and printing,	6,609 61
Other expenses of conducting transportation,	337 33
TOTAL,	$735,083 74
Recapitulation:	
General expenses,	$29,201 11
Maintenance of way and structures,	215,051 64
Maintenance of equipment,	38,039 10
Conducting transportation,	735,083 74
TOTAL OPERATING EXPENSES,	$1,017,375 59
Percentage of operating expenses to gross earnings,	90.00

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

Passenger traffic:	
Number of passengers carried paying revenue,	494,616
Number of passengers carried one mile,	8,083,402
Number of passengers carried one mile per mile of road operated,	66,805

Passenger traffic — *Concluded.*	
Average length of journey per passenger,	16.340 miles.
Average amount received per passenger per mile carried,	2.373 cents.
Passenger earnings (gross) per mile of road operated,	$1,915 77.000
Passenger earnings (gross) per passenger-train mile run,	76 829
Freight traffic:	
Number of tons of freight hauled earning revenue,	1,306,294
Number of tons of freight hauled one mile,	60,448,555
Number of tons of freight hauled one mile per mile of road operated,	489,543
Average length of haul per ton,	46.280 miles.
Average amount received per ton per mile hauled,	1.361 cents.
Freight earnings (gross) per mile of road operated,	$7,029 45.000
Freight earnings (gross) per freight-train mile run,	1 75.714
Operating expenses:	
Operating expenses per mile of road operated,	$8,237 86.000
Operating expenses per revenue-train mile run,	1 24.426
Train mileage:	
Miles run by passenger trains,	323.598
Miles run by freight trains,	493,301
Miles run by mixed trains,	756
Total mileage of trains earning revenue,	817,655
Miles run by switching trains,	200,243
Total train mileage,	1,017,898
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	3 000 cents.
Average rate of fare per mile received for mileage tickets,	2 000 "
Average rate of fare per mile received for time and commutation tickets,	1.800 "
Average rate of fare per mile received for interline tickets,	2.700 "
Average rate received per ton mile for local freight, and for interline freight,	1.480 "
Employees:	
Average number of persons employed,	744

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned (Operated by Lessees).	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	121.000	54.900
Length of side track, etc.,	38.700	13.500
Total Length of Track Owned,	159.700	68.400

DESCRIPTION OF EQUIPMENT (LESSEE'S ACCOUNT).

ROLLING STOCK.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
LOCOMOTIVES.			Lbs.	Lbs.			
Passenger,	9	9	184,000	170,000	–	–	–
Freight,	1	1	118,000	118,000	–	–	–
TOTAL,	10	10	–	–	–	–	–
CARS — PASSENGER SERVICE.							
Passenger cars,	5	–	–	–	5	5	Tower.
Combination cars,	8	–	–	–	8	8	Tower.
Baggage, express and mail cars,	2	–	–	–	2	2	Tower.
Other cars in passenger service,	6	–	–	–	6	6	Miller.
TOTAL,	21	–	–	–	21	21	–
CARS — FREIGHT SERVICE.							
Box cars,	34	–	–	–	–	10 24	Climax. Detroit.
Flat cars,	5	–	–	–	–	5	Detroit.
Coal cars,	95	–	–	–	14	70 25	Detroit. Climax.
TOTAL,	134	–	–	–	14	134	–
CARS — COMPANY'S SERVICE.							
Derrick cars,	1	–	–	–	–	1	Detroit.
Caboose cars,	5	–	–	–	–	5	Detroit.
Other cars in company's service,	31	–	–	–	–	17 8	Climax. Detroit.
TOTAL,	37	–	–	–	–	31	–

RAILROAD CROSSINGS IN MASSACHUSETTS (LESSEE'S ACCOUNT).

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	45
Number of highway grade crossings protected by flagmen,	3
Number of highway grade crossings protected by electric signals only,	1
Number of highway grade crossings unprotected,	41
Number of highway grade crossings for abolition of which petition is pending,	2
Number of highway bridges 18 feet (or more) above track,	6
Number of highway bridges less than 18 feet above track,	2
Height of lowest highway bridge above track,	17 ft. 3 in.

Crossings with Other Railroads.	
Crossings of railroad with other railroads at grade (3 in number), viz.:	
Boston & Albany, Palmer. Boston & Albany, Barrett's Junction. Boston & Maine, South Vernon.	
Number of above crossings at which interlocking signals are established, — Boston & Albany at Palmer, . . .	1

NEW BRIDGES BUILT DURING THE YEAR (LESSEE'S ACCOUNT).

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
83½ North Amherst,	Wood stringers,	Steel I beam,	14 ft. 1 track, . .	Central Vermont Ry. Company.
92 Northfield Farms,	Wood stringers,	Deck plate girder.	52 ft. 1 track, . .	Central Vermont Ry. Company.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR (LESSEE'S ACCOUNT).

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
60, State Line, . . .	Stringers on masonry, .	New ties and guards; length, 24 feet 6 inches.
68, Monson, . . .	Pile bridge, . . .	New ties and guards; length, 111 feet.
69, Monson, . . .	Riveted lattice, . .	New ties and guards; length, 118 feet.
78, Belchertown, . .	Stringers on masonry, .	New ties and guards; length, 21 feet 2 inches.
79, Dwights, . . .	Stringers on masonry, .	New ties and guards; length, 21 feet.
79¾, Dwights, . . .	Stringers on masonry, .	New ties and guards; length, 12 feet 6 inches.
83, North Amherst, . .	Riveted bottom, . .	New ties and guards; length, 160 feet.

ACCIDENTS TO PERSONS (LESSEE'S ACCOUNT).

(A detailed statement of each accident is on file in the office of the Board).

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	1	-	-	-	-	1	-	1
Employees, .	4	-	-	6	-	10	-	10
Other persons,	-	-	-	-	-	-	-	-
TOTALS, .	5	-	-	6	-	11	-	11

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,

NEW LONDON, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter C. Noyes, *President*, New London, Conn. John C. Averill, *Treasurer*, New London, Conn. Justus A. Southard, *Clerk of Corporation*, New London, Conn. Brandegee, Noyes & Brandegee, *General Counsel*, New London, Conn.

Officers of Lessees.

W. G. Crabbe, *General Auditor*, St. Albans, Vt. G. C. Jones, *General Manager*, St. Albans, Vt. J. E. Bentley, *General Passenger Agent*, St. Albans, Vt. Robert L. Burnap, *General Freight Agent*, St. Albans, Vt. E. D. Nash, *Superintendent*, New London, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Osgood, Norwich, Conn. Thomas B. Eaton, Worcester, Mass. John C. Averill, Norwich, Conn. Walter C. Noyes, New London, Conn. Justus A. Southard, New London, Conn. James A. Rumrill, Springfield, Mass. Edward C. Smith, St. Albans, Vt. Guilford Smith, South Windham, Conn. Frank B. Brandegee, New London, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. H. OSGOOD,
J. A. RUMRILL,
WALTER C. NOYES,
JOHN C. AVERILL,
FRANK B. BRANDEGEE,
JUSTUS A. SOUTHARD,
Directors.
JOHN C. AVERILL,
Treasurer.
JUSTUS A. SOUTHARD,
Chief Accounting Officer.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW LONDON, ss. SEPT. 10, 1906. Then personally appeared the above-named C. H. Osgood, J. A. Rumrill, Walter C. Noyes, John C. Averill, Frank B. Brandegee and Justus A. Southard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, LEONTINE A. ST. GERMAIN,
Notary Public.

RETURN

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$52,984,322 36
Operating expenses,			35,222,586 53
NET EARNINGS FROM OPERATION,			$17,761,735 83
Dividends received on stocks owned and leased:			
New York, Ontario & Western R.R. Co., preferred,	$132 00		
New York, Ontario & Western R.R. Co., common,	583,200 00		
The Consolidated R'y Co.,	400,000 00		
The New England Nav'n Co.,	400,000 00		
New York, New Haven & Hartford R R. Co.,	3,566 62		
Pennsylvania R.R. Co.,	2,313 00		
Narragansett Pier R.R. Co.,	1,122 00		
Hartford & Conn. West'n R.R. Co.,	1,042 00		
Iron Works Aqueduct Co.,	6 50		
Union Freight R.R. Co.,	20,090 00		
		$1,411,472 12	
Interest received on bonds owned and leased:			
The New England Nav'n Co.,	$147,630 24		
The Consolidated R'y Co.,	280,370 09		
New Haven Steamboat Co.,	3,125 00		
Providence Terminal Co.,	26,666 66		
New London Steamboat Co.,	400 00		
Central New England R'y Co.,	4,750 00		
Miscellaneous bonds,	190 15		
		463,132 14	
Miscellaneous income, less expense of collecting:			
Interest on deposits,	$185,186 29		
Interest on bills receivable,	72,222 07		
Interest on investment in New London union passenger station,	4,721 64		
Interest on cost of elevated structure, 129th St., N. Y.,	3,076 56		
Net surplus of leased companies,	7,817 27		
Other sources,	28,129 26		
		301,153 09	
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,			2,175,757 35
GROSS INCOME ABOVE OPERATING EXPENSES,			$19,937,493 18

Charges upon income accrued during the year:		
Interest on funded debt,	$2,550,609 55	
Interest and discount on unfunded debts and loans,	455,183 34	
Taxes,	2,810,729 09	
Improvement of leased lines,	7,773 36	
Rentals of leased roads,*	3,927,820 43	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		$9,752,115 77
NET DIVISIBLE INCOME,		$10,185,377 41
Dividends declared during the year payable on —		
September 30, 1905, 2 per cent on $80,000,000,	$1,600,000 00	
December 31, 1905, 2 per cent on $80,000,000,	1,600,000 00	
March 31, 1906, 2 per cent on $80,000,000,	1,600,000 00	
June 30, 1906, 2 per cent on $83,354,600,	1,667,092 00	
TOTAL DIVIDENDS DECLARED,		6,467,092 00
Surplus net income for the year ending June 30, 1906,		$3,718,285 41
Appropriation from surplus net income:		
For improvements and betterments,	$3,000,000 00	
For additions to insurance fund,	326,998 18	
		3,326,998 18
Surplus for the year carried to profit and loss account,		$391,287 23
Amount of surplus June 30, 1905,		15,118,597 86
TOTAL,		$15,509,885 09

* RENTALS OF LEASED ROADS.

NAME OF ROAD.	Total.	Less Dividend Received on Stock Owned, and Exchanged for N. Y., N. H. & H. R.R. Stock.	Less Interest on Bonds Owned.	Net Amount.
Old Colony,	$1,901,097 47	$449,527 40	-	$1,451,570 07
New England,	986,397 85	149,819 99	-	836,577 86
Boston & Providence,	496,185 77	11,563 01	-	484,622 76
Providence & Worcester,	416,000 00	3,956 44	-	412,043 56
Norwich & Worcester,	290,297 63	499 89	-	289,797 74
Naugatuck,	160,690 33	55,857 37	-	104,832 96
New Haven & Northampton,	220,400 00	98,400 00	-	122,000 00
Boston & New York Air Line,	127,883 35	74,744 51	-	53,138 84
Danbury & Norwalk,	11,182 50	-	-	11,182 50
New Haven & Derby,	9,585 92	-	-	9,585 92
Providence & Springfield,	14,549 50	5,035 28	$9,375 00	139 22
Berkshire,	64,772 00	46,021 45	-	18,750 55
Holyoke & Westfield,	47,878 53	-	-	47,878 53
Providence, Warren & Bristol,	27,788 72	20,226 67	-	7,562 05
Pawtuxet Valley,	13,463 00	172 86	6,400 00	6,890 14
Plymouth & Middleborough,	11,350 00	-	-	11,350 00
Woonsocket & Pascoag,	1,666 66	-	-	1,666 66
Milford & Woonsocket,	3,000 00	-	-	3,000 00
Chatham,	4,859 04	-	-	4,859 04
Milford, Franklin & Providence,	600 00	-	-	600 00
Colchester,	729 17	-	-	729 17
Central New England,	21,001 20	-	-	21,001 20
Dutchess County,	2,641 66	-	-	2,641 66
Harlem River & Port Chester,	40,000 00	-	14,600 00	25,400 00
	$4,874,020 30	$915,824 87	$30,375 00	$3,927,820 43

Premium and profit on sale of stocks and bonds,		$3,376,703 26	
Debits to profit and loss account during the year:			
Sundry adjustments of accounts relating to periods prior to June 30, 1905,	$162,905 17		
Appropriations made for fiscal year ending June 30, 1906:			
For additions to accident and casualty fund,	74,820 77		
For improvements and betterments,	1,852,685 31		
For additional equipment,	3,711,731 43		
TOTAL DEBITS,		5,802,142 68	
NET AMOUNT DEBITED TO PROFIT AND LOSS,			2,425,439 42
TOTAL SURPLUS JUNE 30, 1906,			$13,084,445 67

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	$21,381,658 59		
Deductions:			
Tickets redeemed,		$180,077 39	
Excess fares refunded,		72,653 30	
Total deductions,		$252,730 69	
NET REVENUE FROM PASSENGERS,			$21,128,927 90
From mails,	$790,880 61		
From express,	1,898,281 86		
From extra baggage and storage,	188,419 43		
Other earnings, passenger service:			
Parlor, sleeping, dining and buffet cars,	1,037,527 24		
Special trains and miscellaneous,	208,087 42		
			4,123,196 56
TOTAL EARNINGS, PASSENGER SERVICE,			$25,252,124 46
Freight service:			
Gross receipts from freight,	$26,763,677 34		
Deductions:			
Overcharge to shippers,		$158,340 67	
Other repayments,		28,738 47	
Total deductions,		$187,079 14	
NET REVENUE FROM FREIGHT,			26,576,598 20
From elevators,	$6,724 86		
Other earnings, freight service:			
Hoisting,	391,265 14		
Switching,	166,695 27		
Wharfage,	29,013 93		
Weighing,	29,468 53		
Miscellaneous,	47,352 07		
			670,519 80
TOTAL EARNINGS, FREIGHT SERVICE,			$27,247,118 00
TOTAL PASSENGER AND FREIGHT EARNINGS	(*carried for*	*ward*),	$52,499,242 46

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Amount brought forward,			$52,499,242 46
Other earnings from operation:			
Telegraph receipts,	$50,394 44		
Rentals from buildings and other property,	434,685 46		
TOTAL OTHER EARNINGS,			485,079 90
GROSS EARNINGS FROM OPERATION,			$52,984,322 36

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	$208,489 58
Salaries of clerks and attendants,	438,906 50
General office expenses and supplies,	41,183 03
Insurance,	201,826 80
Law expenses,	210,692 67
Stationery and printing (general offices),	91,679 86
Other general expenses: All other expenses,	135,737 58
TOTAL,	$1,328,516 02
Maintenance of way and structures:	
Repairs of roadway,	$2,394,117 19
Renewals of rails,	348,034 18
Renewals of ties,	700,598 74
Repairs and renewals of bridges and culverts,	1,267,860 32
Repairs and renewals of fences, road crossings, signs and cattle guards,	154,359 18
Repairs and renewals of buildings and fixtures,	592,302 84
Repairs and renewals of docks and wharves,	119,920 15
Repairs and renewals of telegraph and telephones,	13,891 13
Stationery and printing,	1,540 07
Other expenses of maintaining way and structures:	
Power conductors, "electric,"	22,244 01
Incidentals,	110 31
TOTAL,	$5,614,978 12
Maintenance of equipment:	
Superintendence,	$155,155 59
Repairs and renewals of locomotives,	2,444,262 57
Repairs and renewals of passenger cars,	1,121,435 23
Repairs and renewals of freight cars,	1,089,176 15
Repairs and renewals of work cars,	49,721 60
Repairs and renewals of marine equipment,	208,393 79
Repairs and renewals of shop machinery and tools,	187,184 39
Stationery and printing,	1,725 39
Other expenses of maintaining equipment:	
Shop expenses, heat, light, stationary engines, etc.,	402,510 09
Electrical equipment,	8,959 86
TOTAL,	$5,668,524 66

Conducting transportation:	
Superintendence,	$395,250 99
Engine and roundhouse men,	2,991,138 95
Fuel for locomotives,	4,899,036 87
Water supply for locomotives,	345,688 46
Oil, tallow and waste for locomotives,	113,161 26
Other supplies for locomotives,	67,091 05
Train service,	2,514,531 67
Train supplies and expenses,	488,616 64
Switchmen, flagmen and watchmen,	2,098,128 10
Telegraph expenses,	466,159 95
Station service,	4,839,735 94
Station supplies,	312,710 62
Car per diem and mileage — balance,	605,400 55
Loss and damage,	309,095 20
Injuries to persons,	465,117 44
Clearing wrecks,	40,250 90
Operating marine equipment,	671,151 86
Advertising,	101,196 51
Outside agencies,	33,816 50
Stock yards and elevators,	5,948 32
Rentals for tracks, yards and terminals,	371,523 74
Rental of buildings and other property,	52,850 07
Stationery and printing,	240,135 22
Other expenses of conducting transportation:	
Electric department,	86,316 99
All other expenses,	96,513 93
TOTAL,	$22,610,567 73
Recapitulation:	
General expenses,	$1,328,516 02
Maintenance of way and structures,	5,614,978 12
Maintenance of equipment,	5,668,524 66
Conducting transportation,	22,610,567 73
TOTAL OPERATING EXPENSES,	$35,222,586 53
Percentage of operating expenses to gross earnings,	66.48

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.		DR.
Cost of road,		$64,510,455 54
Cost of equipment,		18,927,295 43
Equipment and personal property of leased roads,		9,378,648 00
Stocks of leased roads:		
Old Colony R R. Co., 12,777 shares,	$2,581,658 53	
Old Colony R.R. Co., 56,190 shares (exchanged),	5,057,100 00	
New England R.R. Co., 49,440 shares (preferred) (exchanged),	2,547,991 50	
New England R.R. Co., 559 shares (preferred),	107,183 15	
New England R.R. Co., 199,575 shares (common) (exchanged),	3,991,500 00	
New England R.R. Co., 263 shares (common),	14,770 00	
Berkshire R.R. Co., 7,745 shares,	1,414,509 34	
Berkshire R.R. Co., 440 shares (exchanged),	48,000 00	

Stocks of leased roads — *Concluded.*		
Harlem River & Port Chester R.R. Co., 10,000 shares (exchanged),	$1,000,000 00	
New Haven & Northampton Co., 24,600 shares (exchanged),	984,000 00	
Boston & New York Air Line R.R. Co., 17,380 shares (preferred) (exchanged),	695,200 00	
Boston & New York Air Line R.R. Co., 5,069 shares (preferred),	585,471 40	
Boston & New York Air Line R.R. Co., 7,634 shares (common),	38,024 00	
Boston & New York Air Line R.R. Co., $549.34 common stock scrip,	16 23	
Boston & Providence R.R. Cor'p, 1,888 shares,	579,278 22	
Providence & Worcester R.R Co., 2,228 shares,	664,316 76	
Rhode Island & Massachusetts R.R Co., Massachusetts Division, 1,000 shares,	191,700 00	
Norwich & Worcester R.R. Co., 330 shares,	77,206 89	
Milford & Woonsocket R.R. Co., 1,486 shares,	74,300 00	
Milford, Franklin & Providence R.R. Co., 1,000 shares,	50,000 00	
Pawtuxet Valley R.R. Co., 28 shares,	4,876 86	
Lowell & Framingham R.R. Co., 4 shares,	38 00	
Providence, Warren & Bristol R.R. Co., 1 share,	167 67	
		$20,707,308 55
Other permanent property: stocks and bonds of other than leased roads,*		38,419,363 78
TOTAL PERMANENT INVESTMENTS,		$151,943,071 30

* STOCKS AND BONDS OF OTHER THAN LEASED ROADS, JUNE 30, 1906.

	No. of Shares.	Par Value.	Book Value.
Boston Terminal Co. stock,	2,000	$200,000 00	$200,000 00
New York, Ontario & Western R.R. Co. stock (com.),	291,600	29,160,000 00	13,108,397 62
New York, Ontario & Western R.R. Co. stock (pref.),	22	2,200 00	
Central New England Ry. Co. stock (com.),	29,633	2,963,300 00	5,440,791 19
Central New England Ry. Co. stock, scrip (com.),	–	45 38	
Central New England Ry. Co. stock (pref.),	26,961	2,696,100 00	
Central New England Ry. Co. stock, scrip (pref.),	–	76 50	
Central New England Ry. Co. income bonds,	–	5,904,000 00	
Central New England Ry. Co. income bonds, scrip,	–	2,257 88	
Hartford & Conn. Western R.R Co. stock,	702	70,200 00	34,554 24
Newburgh, Dutchess & Conn. R.R. Co. stock (com.),	9,999	499,950 00	992,822 00
Newburgh, Dutchess & Conn. R.R. Co. stock (pref.),	11,388	569,400 00	
Newburgh, Dutchess & Conn. R.R. Co. collateral trust bonds,	–	216,000 00	
Newburgh, Dutchess & Conn. R.R. income bonds,	–	1,155,500 00	
Derby Paper Mills Co. stock,	179	–	895 00
Quincy Quarries Co. stock,	4	–	350 52
Brockton Ice & Coal Co. stock,	7	–	677 92
New York Transfer Co. stock,	40	–	1,600 00
Narragansett Pier R.R. Co. stock,	187	–	18,700 00
Wood River Branch R.R. Co. stock,	331	–	21,467 50
Ridgefield & New York R.R. Co. stock,	3,597	179,850 00	39,004 98
Watertown & Litchfield Tramway Franchise,	–	–	700 00
Providence Terminal Co. stock,	20,000	–	2,000,000 00
The Consolidated Ry. Co. stock,	100,000	–	10,095,933 42
The New England Navigation Co. stock,	50,000	–	5,948,469 39
Danbury & Port Chester R.R. Co. stock,	–	–	100,000 00
Harlem River & Port Chester R.R. Co. 2d mortgage bonds,	–	–	365,000 00
New York Connecting R.R. Co. stock,	–	–	50,000 00
			$38,419,363 78

Cash:			
In banks on current account and on hand,	$3,579,364 52		
On special deposit for fixed periods,	12,566,458 34		
On special deposit for payment of interest and dividends,	2,614,377 83		
		$18,760,200 69	
Bills receivable,		980,798 55	
Due from agents,		1,942,352 90	
Traffic balances due from other companies,		173,725 68	
Due from solvent companies and individuals,		2,898,952 42	
Sinking and other special funds:			
Trustees insurance fund,	$945,814 69		
Trustees Harlem River & Port Chester R.R. 2d mortgage bonds,	762,000 00		
		1,707,814 69	
Other cash assets: marketable stocks and bonds,*		24,947,093 19	
TOTAL CASH AND CURRENT ASSETS,			$51,410,938 12
Materials and supplies,		$3,663,933 47	
Other assets and property:			
Real estate, Park Square, Boston, and South Street, New York City,	$5,210,000 00		
Deferred charges for insurance and rentals,	114,622 76		
Advances to leased lines not controlled,	1,203,176 17		
Improvement suspense accounts,	561,853 93		
Due from leased and auxiliary companies,	12,214,208 90		
		19,303,861 76	
TOTAL MISCELLANEOUS ASSETS,			22,967,795 23
TOTAL,			$226,321,804 65

* MARKETABLE STOCKS AND BONDS, JUNE 30, 1906.

	No. of Shares.	Par Value.	Book Value.
Consolidated railway debentures: —			
3 per cent, 3½ per cent, 4 per cent due July 1, 1930,	-	$201,000 00	$201,000 00
4 per cent due January 1, 1955,	-	1,393,000 00	1,359,080 00
4 per cent due April 1, 1955,	-	3,500,000 00	3,395,000 00
4 per cent due January 1, 1956,	-	8,566,000 00	8,065,971 86
New England Navigation Co. debentures: 4 per cent due January 1, 1955,	-	2,500,000 00	2,375,000 00
New York, New Haven & Hartford R.R. Co. stock,	840	84,000 00	171,848 44
Pennsylvania R.R. Co. stock,	771	38,550 00	49,836 76
Central New England Ry. Co. 1st mortgage bonds,	-	190,000 00	199,500 00
Pawtuxet Valley R R. Co. 1st mortgage bonds,	-	160,000 00	160,000 00
City of North Muskegon, Mich., water bonds,	-	2,456 13	2,456 13
Naugatuck R.R. Co. 3½ per cent debentures,	-	1,766,000 00	1,766,000 00
Naugatuck R.R. Co. 1st mortgage 4 per cent bonds,	-	4,000 00	4,400 00
Providence Terminal Co. 4 per cent 1st mortgage bonds,	-	4,000,000 00	4,000,000 00
Boston & New York Air Line 4 per cent 1st mortgage bonds,	-	3,197,000 00	3,197,000 00
		$25,602,006 13	$24,947,093 19

Liabilities.		Cr.
Capital stock,		$83,357,100 00
Funded debt,		92,131,425 00
Obligations to leased roads for equipment and personal property,		9,378,648 00
Current liabilities:		
Loans and notes payable,	$9,580,440 61	
Audited vouchers and accounts,	4,681,885 27	
Salaries and wages,	438,484 50	
Traffic balances due to other companies,	1,897,872 30	
Dividends due and accrued,	1,685,140 50	
Matured interest coupons unpaid (including coupons due July 1),	930,836 33	
Rentals due and unpaid (including rentals due July 1),	9,979 76	
Miscellaneous current liabilities: Due to leased and auxiliary companies,	7,284,908 83	
Total Current Liabilities,		26,509,548 10
Accrued liabilities:		
Interest accrued and not yet due,	$720,193 93	
Rentals accrued and not yet due,	167,932 60	
Miscellaneous accrued liabilities: accrued track and terminal rentals,	26,696 66	
Total Accrued Liabilities,		914,823 19
Sinking and other special funds: insurance fund,		945,814 69
Profit and loss balance (surplus),		13,084,445 67
Total,		$226,321,804 65

Property Accounts.		
Additions to construction account: real estate,		$2,867,619 08
Other expenditures charged to property accounts:		
Cost of leased roads purchased and merged,	$12,590,089 48	
Improvements on leased roads,	59,646 73	
		12,649,736 21
Total Additions to Property Accounts,		$15,517,355 29
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Equipment sold,	$18,202 80	
Expenditures for improvements on leased lines transferred from cost of road,	811,562 73	
Total Deductions from Property Accounts,		829,765 53
Net Addition to Property Accounts for the Year,		$14,687,589 76

Capital Stock.		
Capital stock authorized by law,	$100,000,000 00	
Capital stock authorized by votes of company,	89,286,300 00	
Capital stock issued and outstanding,		$83,357,100 00
Number of shares issued and outstanding,	833,571	
Number of stockholders,	12,549	
Number of stockholders in Massachusetts,	6,195	
Amount of stock held in Massachusetts,	$28,215,400 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Accrued during the Year.
New York, New Haven & Hartford R.R. Co. bonds secured by mortgage on Harlem River & Port Chester R.R.,	Per Cent. 4	May 1, 1954,	$10,958,000 00	$348,448 11
General mortgage bonds, New York, Providence & Boston R.R. Co.,	4	April 1, 1942,	1,000,000 00	40,000 00
First mortgage bonds, Shore Line R'y Co.,	4½	March 1, 1910,	200,000 00	9,000 00
First mortgage bonds, Housatonic R.R. Co.,	4	April 1, 1910,	100,000 00	4,000 00
Consolidated mortgage bonds, Housatonic R.R. Co.,	5	Nov. 1, 1937,	2,839,000 00	141,950 00
First mortgage bonds, Naugatuck R.R. Co.,	4	May 1, 1954,	2,500,000 00	41,600 00
Consolidated mortgage bonds, Danbury & Norwalk R.R. Co.,	6	July 1, 1920,	100,000 00	4,000 00
Consolidated mortgage bonds, Danbury & Norwalk R.R. Co.,	5	July 1, 1920,	400,000 00	13,333 34
General mortgage bonds, Danbury & Norwalk R.R. Co.,	5	July 1, 1925,	150,000 00	5,000 00
First refunding mortgage bonds, Danbury & Norwalk R.R. Co.,	4	April 1, 1955,	350,000 00	8,166 67
First mortgage bonds, Providence & Springfield R.R. Co.,	5	July 1, 1922,	750,000 00	20,625 00
Consolidated mortgage bonds, New Haven & Derby R.R. Co.,	5	May 1, 1918,	575,000 00	19,166 66
First mortgage bonds, Woonsocket & Pascoag R.R. Co.,	5	Oct. 1, 1910,	100,000 00	3,333 34
First mortgage bonds, Colchester R.R. Co.,	7	July 1, 1907,	25,000 00	1,020 83
			$20,047,000 00	$659,643 95
Convertible debenture certificates,	3½	Jan. 1, 1956,	$15,000,425 00	$257,073 79
Convertible debenture certificates,	4	April 1, 1908,	84,000 00	5,479 31
			$15,084,425 00	$262,553 10
Non-convertible debentures,	4	Feb. 1, 1914,	$5,000,000 00	$200,000 00
Non-convertible debentures,	4	March 1, 1947,	5,000,000 00	200,000 00
Non-convertible debentures,	3½	March 1, 1947,	5,000,000 00	175,000 00
Non-convertible debentures,	3½	April 1, 1954,	10,000,000 00	350,000 00
Non-convertible debentures,	4	July 1, 1955,	15,000,000 00	600,000 00
Non-convertible debentures,	4	May 1, 1956,	15,000,000 00	100,000 00
Non-convertible debentures, Naugatuck R.R. Co.,	3½	Oct. 1, 1930,	2,000,000 00	3,412 50
			$57,000,000 00	$1,628,412 50
Totals,			$92,131,425 00	$2,550,609 55

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	69,219,147
Number of passengers carried one mile,	1,255,625,792
Number of passengers carried one mile per mile of road operated,	608,918
Average length of journey per passenger,	18.140 miles.
Average amount received per passenger per mile carried,	1.683 cents.
Passenger earnings (gross) per mile of road operated,	$12,246 06.000
Passenger earnings (gross) per passenger-train mile run,	1 62.547
Freight traffic:	
Number of tons of freight hauled earning revenue,	20,259,296
Number of tons of freight hauled one mile,	1,888,605,411
Number of tons of freight hauled one mile per mile of road operated,	915,882
Average length of haul per ton,	93.220 miles.
Average amount received per ton per mile hauled,	1.407 cents.
Freight earnings (gross) per mile of road operated,	$13,213 54.000
Freight earnings (gross) per freight-train mile run,	3 40.715
Operating expenses:	
Operating expenses per mile of road operated,	$17,081 26.000
Operating expenses per revenue-train mile run,	1 51.083
Train mileage:	
Miles run by passenger trains,	15,316,323
Miles run by freight trains,	7,778,101
Miles run by mixed trains,	218,950
Total mileage of trains earning revenue,	23,313.374
Miles run by switching trains,	6,019,547
Miles run by construction and other trains,	721,142
Total train mileage,	30,054,063
Fares and freights:	
Average rate of fare per mile received for local and trip tickets,	1.894 cents.
Average rate of fare per mile received for mileage tickets,	2.000 "
Average rate of fare per mile received for time and commutation tickets,	0.541 "
Average rate of fare per mile received for interline tickets,	1.995 "
Average rate received per ton mile for local freight,	2.678 "
Average rate received per ton mile for interline freight,	1.021 "
Passengers to and from Boston:	
Number of passengers to Boston,	11,130,634
Number of passengers from Boston,	11,220,446
Employees:	
Average number of persons employed,	31,772

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	233.940	5.950
Length of branch line,	394.370	1.630
Total Length of Line Owned,	628.310	7.580
Length of second track,	253.310	5.950
Length of third track,	55.320	-
Length of fourth track,	55.320	-
Length of side track, etc.,	400.780	9.250
Total Length of Track Owned,	1,393.040	22.780
Railroad Operated.		
Length of main line,	1,314.780	664.420
Length of branch line,	742.100	228.630
Total Length of Line Operated,	2,056.880	893.050
Length of second track,	741.430	332.730
Length of third track,	90.890	17.990
Length of fourth track,	89.660	16.760
Length of side track, etc.,	1,275.230	515.240
Total Length of Track Operated,	4,254.090	1,775.770
Equipped for Electric Power.		
Length of main line,	17.840	-
Length of branch line,	40.640	12.770
Total Length of Electric Line,	58.480	12.770
Length of second, third and fourth track,	17.900	6.950
Length of side track, etc.,	6.650	2.880
Total Length of Electric Track,	83.030	22.600

Description of Equipment.

Rolling Stock.	Number Owned.	Number Acquired by Lease.	Total.	Equipped with Power Driving-Wheel Brakes.	Maximum Weight	Average Weight.
Locomotives.					Lbs.	Lbs.
Passenger,	360	173	533	533	155,000	110,000
Freight,	313	108	421	421	160,000	138,000
Switching, etc.,	135	46	181	181	136,000	102,000
Total,	808	327	1,135	1,135	-	-

DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Number Owned.	Number Acquired by Lease.	Total.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars,	895	418	1,313	1,313	1,313	National, Hinson and Buhoup.
Combination cars,	89	160	249	249	249	
Dining cars,	14	2	16	16	16	
Parlor cars,	129	7	136	136	136	
Sleeping cars,	43	–	43	43	43	
Baggage, express and mail cars,	235	72	307	307	307	
Other cars in passenger service,	93	7	100	100	100	
TOTAL,	1,498	666	2,164	2,164	2,164	
CARS — FREIGHT SERVICE.						
Box cars,	9,365	1,953	11,318	11,302	11,318	Tower and Climax.
Flat cars,	1,530	373	1,903	1,886	1,903	
Stock cars,	3	–	3	3	3	
Coal cars,	4,604	1,435	6,039	5,986	6,039	
Refrigerator cars,	1	–	1	1	1	
TOTAL,	15,503	3,761	19,264	19,178	19,264	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	9	4	13	13	13	National.
Derrick cars,	28	19	47	45	47	Tower.
Caboose cars,	269	62	331	252	331	– –
Other cars in company's service,	220	63	283	265	283	– –
TOTAL,	526	148	674	575	674	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 2,061
Number of 12-wheel cars in passenger service with brakes for *all* wheels, 103

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.	
Number of crossings of railroad with highways at grade,	814
Number of highway grade crossings protected by gates,	186
Number of highway grade crossings protected by flagmen,	197
Number of highway grade crossings protected by electric signals only,	122
Number of highway grade crossings unprotected,	309

Number of highway grade crossings finally abolished during the year,	22
Number of highway grade crossings now in process of abolition,	5
Number of highway grade crossings for abolition of which petition is pending,	73
Number of highway bridges 18 feet (or more) above track,	129
Number of highway bridges less than 18 feet above track,	142
Height of lowest highway bridge above track,	14 ft. 2 in.

Crossings with Other Railroads.

Crossings of railroad with other railroads at grade (10 in number), viz.: With Boston & Albany at Westfield. With Boston & Albany at Worcester. With Boston & Albany (freight tracks) at Worcester. With Boston & Albany at South Framingham. With Boston & Albany (freight tracks) at South Worcester. With Fitchburg at Concord Junction. With Fitchburg at Fitchburg. With Boston & Maine at Clinton. With Boston & Maine at South Sudbury. With Worcester Viaduct Company at Worcester.	
Number of above crossings at which interlocking signals are established,	8

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
3½, Maywood,	Wood stringers.	Wood stringers.	- -	- -
16-1A, Readville,	- -	Steel I frames and girders.	45 feet 6 inches, 4 tracks.	N. E. Structural Co.
21⅞, Walpole,	- -	Steel girders,	42 feet 7 inches, 2 tracks.	Boston Bridge Works.
559A, Walpole,	- -	Steel girders,	36 feet, 2 tracks,	Boston Bridge Works.
31½, Attleborough,	- -	Granite arch,	35 feet, 4 tracks,	J. K. Ryan.
31D, Attleborough,	- -	Granite arch,	45 feet, 4 tracks,	J. K. Ryan.
31E, Attleborough,	- -	Granite arch,	50 feet, 4 tracks,	J. K. Ryan.
31C, Attleborough,	- -	Granite arch,	40 feet, 4 tracks,	J. K. Ryan.
265, Attleborough,	- -	Steel girders,	48 feet 5 inches, 3 tracks.	Boston Bridge Works.
267, Attleborough,	- -	Steel girders,	58 feet 3 inches, 2 tracks.	Boston Bridge Works.
229, Howlands,	Pile trestle,	Pile trestle,	12 feet 6 inches, 1 track.	Railroad Co.
325, Weymouth,	- -	I beams,	24 feet, 2 tracks,	East. Bridge and Structural Co.
375, Hingham,	- -	I beams,	18 feet 5 inches, 2 tracks.	East. Bridge and Structural Co.
443, Quincy,	Wood stringers.	Concrete arch,	56 feet, 2 tracks,	- -
483A, Hingham,	- -	Plate girders,	55 feet, 1 track,	Phœnix Bridge Co.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.*

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
745, Bourne,	Pile bridge,	30 new piles.
403, Marshfield,	Pile bridge,	20 new piles.
401, Marshfield,	Plate girder,	New ties and guards.
389, Marshfield,	Pile trestle,	26 new piles.
237, Slades Ferry,	Pile trestle,	Renewed.
769, Falmouth,	Wood stringers,	New stringers, ties and guards.
1067, Van Deusenville,	Steel girders,	New floor for entire bridge.
731, Falmouth,	Steel girders,	New ties and guard timbers.
17N, 18N, 20N, 21N, 23N, 24N,	Steel girders,	Painted.
28N, 29N, 70B, 76B, 75B, 16, 20,	Steel girders,	Painted.
31, 36, 38, 42, 4½, Prov. Div.,	Steel girders,	Painted.
55, 79, 219, Taunton Division,	Steel girders,	Painted.
721, Bourne,	Steel girders,	New ties and guard timbers.
51, South Stoughton,	Stringers,	New stringers.
57, North Easton,	Plate girders,	New ties, guard timbers and painted.
205, Dean Street,	Plate girders and trestle,	Stringers removed and brickheads built.
217, Weir Junction,	Wood stringers,	Stringers renewed.
223, Myricks,	Plate girders,	New girders in south-bound track; new ties and guards and abutments pointed.
225, Myricks,	Plate girders,	Extra girders in south-bound track; new ties and guards and painted.
227, Myricks,	Stringers,	Stringers replaced.
231, East Taunton,	Stringers,	Stringers replaced.
307, Somerset Junction,	Stringers,	Abutments rebuilt.
481, Flint Village,	Stringers,	New stringers, ties, etc.
483, Flint Village,	Stringers,	New stringers, ties, etc.
587A, Marlborough Junction,	Plate girders,	New ties and painted.
631, Concord Junction,	Pile trestle,	New stringers and generally repaired.
1, Boston,	Plate girders,	Masonry pointed up.

Total length of pile and trestle bridging, ... 13,939 ft.

* Some 9 bridges besides generally strengthened by new ties and guards.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	25	1	8	1	33	3	95
Employees, .	1	85	21	214	22	299	87	1,021
Other persons,	-	1	59	64	59	65	201	194
TOTALS, .	1	111	81	286	82	397	291	1,310

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. T. E. Byrnes, *Assistant to the President*, New Haven, Conn. Charles F. Brooker, *Vice-President of the Board*, Ansonia, Conn. Percy R. Todd, *First Vice-President*, New Haven, Conn. F. S. Curtis, *Second Vice-President*, Boston, Mass. H. M. Kochersperger, *Third Vice-President*, New Haven, Conn. E. H. McHenry, *Fourth Vice-President*, New Haven, Conn. John G. Parker, *Secretary*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. T. F. Paradise, *Assistant Treasurer*, New Haven, Conn. E. G. Buckland, *Attorney*, New Haven, Conn. F. A. Farnham, *Attorney*, Boston, Mass. Edward Gagel, *Chief Engineer*, New Haven, Conn. S. Higgins, *General Manager*, New Haven, Conn. O. M. Shepard, *General Superintendent*, New Haven, Conn. A. W. Martin, *Assistant General Superintendent*, Boston, Mass. Geo. L. Connor, *Passenger Traffic Manager*, New Haven, Conn. A. C. Kendall, *General Passenger Agent*, Boston, Mass. F. C. Coley, *Assistant General Passenger Agent*, New Haven, Conn. Geo. A. Morton, *General Baggage Agent*, New Haven, Conn. E. L. Somers, *Freight Traffic Manager*, New Haven, Conn. F. S. Holbrook, *General Freight Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Rockefeller, New York, N. Y. J. Pierpont Morgan, New York, N. Y. George Macculloch Miller, New York, N. Y. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Charles F. Brooker, Ansonia, Conn. George J. Brush, New Haven, Conn. I. De Ver Warner, Bridgeport, Conn. Arthur D. Osborne,* New Haven, Conn. Frank W. Cheney, South Manchester, Conn. Edwin Milner, Moosup, Conn. William

* Arthur D. Osborne resigned May 12, 1906, and James S. Hemingway was elected in his place.

Skinner, Holyoke, Mass. D. Newton Barney, Hartford, Conn. Richard A. McCurdy, New York, N. Y. Charles S. Mellen, New Haven, Conn. H. McK. Twombly, New York, N. Y. Robert W. Taft, Providence, R. I. A. J. Cassatt, Philadelphia, Pa. Percy R. Todd, New Haven, Conn. John H. Whittemore, Naugatuck, Conn. James S. Elton, Waterbury, Conn. James S. Hemingway, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
J. H. WHITTEMORE,
EDWIN MILNER,
WILLIAM SKINNER,
JAMES S. HEMINGWAY,
ROBERT W. TAFT.
CHAS. F. BROOKER,
GEO. J. BRUSH,
FRANK W. CHENEY,
N. THAYER,
I. DE VER WARNER,
J. S. ELTON,
GEO. MACCULLOCH MILLER,
Directors.

A. S. MAY,
Treasurer.

H. M. KOCHERSPERGER,
Third Vice-President.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1906. Then personally appeared the above-named Charles S. Mellen, J. H. Whittemore, Edwin Milner, William Skinner, James S. Hemingway, Robt. W. Taft, Chas. F. Brooker, Geo. J. Brush, Frank W. Cheney, N. Thayer, I. De Ver Warner, J. S. Elton, and Geo. Macculloch Miller, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 24, 1906. Then personally appeared the within named A. S. May, treasurer, and H. M. Kochersperger, third Vice-President, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR W. BOWMAN,
Notary Public.

RETURN

OF THE

NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$3,000 00
Income from other sources: interest on deposit,		12 83
GROSS INCOME,		$3,012 83
Expenses and charges upon income accrued during the year:		
Taxes,	$507 03	
Other expenses and charges upon income: printing and postage,	1 75	
TOTAL EXPENSES AND CHARGES UPON INCOME,		508 78
NET DIVISIBLE INCOME,		$2,504 05
Dividends declared (2½ per cent.),		2,500 00
Surplus for the year ending June 30, 1906,		$4 05
Amount of surplus June 30, 1905,		583 31
TOTAL SURPLUS JUNE 30, 1906,		$587 36

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$100,000 00
Cash,	587 36
TOTAL,	$100,587 36

LIABILITIES.	CR.
Capital stock,	$100,000 00
Profit and loss balance (surplus),	587 36
TOTAL,	$100,587 36

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	40	
Number of stockholders in Massachusetts,	40	
Amount of stock held in Massachusetts,	$100,000 00	

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED AND OPERATED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	4.000	4.000
Length of side track, etc.,	1.320	1.320
TOTAL LENGTH OF TRACK OWNED,	5.320	5.320

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,

NORTH BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Sumner Holmes, *President*, North Brookfield, Mass. Samuel A. Clark, *Vice-President*, North Brookfield, Mass. Charles E. Batcheller, *Treasurer*, North Brookfield, Mass. George R. Hamant, *Clerk of Corporation*, North Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George R. Hamant, North Brookfield, Mass. Edward A. Batcheller, North Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass. Samuel A. Clark, North Brookfield, Mass. Sumner Holmes, North Brookfield, Mass. Charles E. Batcheller, North Brookfield, Mass. Alfred W. Burrill, North Brookfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

GEORGE R. HAMANT,
SUMNER HOLMES,
SAMUEL A. CLARK,
FREEMAN R. DOANE,
ALFRED W. BURRILL,
Directors.
CHARLES E. BATCHELLER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. JULY 5, 1906. Then personally appeared the above-named Geo. R. Hamant, Sumner Holmes, Samuel A. Clark, Freeman R. Doane, Alfred W. Burrill and Chas. E. Batcheller, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN S. COOKE,
Justice of the Peace.

RETURN

OF THE

NORWICH AND WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$290,297 63
Income from other sources: interest received,		978 02
GROSS INCOME,		$291,275 65
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$2,843 28	
Interest on funded debt,	48,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		50,843 28
NET DIVISIBLE INCOME,		$240,432 37
Dividends declared (8 per cent),		240,000 00
Surplus for the year ending June 30, 1906,		$432 37
Amount of surplus June 30, 1905,		1,110,088 86
TOTAL SURPLUS JUNE 30, 1906,		$1,110,521 23

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$3,983,816 51
Lands in Massachusetts,		3,107 08
Bonds of the New England Navigation Company,		675,000 00
TOTAL PERMANENT INVESTMENTS,		$4,661,923 59
Cash,	$88,273 32	
Other cash assets,	16,180 00	
TOTAL CASH AND CURRENT ASSETS,		104,453 32
Other assets and property: New York, New Haven & Hartford R.R. Co. equipment and personal property leased,		630,620 32
TOTAL,		$5,396,997 23

Liabilities.		Cr.
Capital stock, common,		$6,600 00
Capital stock, preferred,		3,000,000 00
Total Capital Stock,		$3,006,600 00
Funded debt,		1,200,000 00
Current liabilities:		
Audited vouchers and accounts,	$203 00	
Dividends not called for,	3,023 00	
Matured interest coupons unpaid (including coupons due July 1),	180 00	
Rentals due and unpaid (including rentals due July 1),	60,470 00	
Total Current Liabilities,		63,876 00
Accrued liabilities: interest accrued and not yet due,		16,000 00
Profit and loss balance (surplus),		1,110,521 23
Total,		$5,396,997 23

Capital Stock.		
Capital stock authorized by law, preferred,	$3,825,000 00	
Capital stock authorized by votes of company, preferred,	3,000,000 00	
Capital stock issued and outstanding, common,		$6,600 00
Capital stock issued and outstanding, preferred,		3,000,000 00
Total capital stock outstanding,		$3,006,600 00
Number of shares issued and outstanding, common,	66	
Number of shares issued and outstanding, preferred,	30,000	
Total number of shares outstanding,	30,066	
Number of stockholders, preferred,	981	
Number of stockholders in Massachusetts, preferred,	814	
Amount of stock held in Massachusetts, preferred,	$2,544,700 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Debenture bonds,	Per Cent. 4	March 1, 1927,	$1,200,000 00	$48,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	70.970	17.830
Length of branch line,	.630	-
TOTAL LENGTH OF LINE OWNED,	71.600	17.830
Length of side track, etc.,	37.430	11.530
TOTAL LENGTH OF TRACK OWNED,	109.030	29.360

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. Massena M. Whittemore, *Treasurer and Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass. Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Charles P. Cogswell, Norwich, Conn. Alfred D. Foster, Milton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD L. DAVIS,
THOMAS B. EATON,
F. H. DEWEY,
A. G. BULLOCK,
CHAS. P. COGSWELL,
ALFRED D. FOSTER,
Directors.
M. M. WHITTEMORE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Sept. 11, 1906. Then personally appeared the above-named Edward L. Davis, Thomas B. Eaton, F. H. Dewey, A. G. Bullock, Chas. P. Cogswell, Alfred D. Foster and M. M. Whittemore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. W. CARTER,
Justice of the Peace.

RETURN

OF THE

OLD COLONY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.			
Rental received from lease of road,			$1,901,097 47
Expenses and charges upon income accrued during the year:			
Salaries and maintenance of organization,		$6,229 47	
Interest on funded debt,		634,520 00	
Interest and discount on unfunded debts and loans,		600 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,			641,349 47
NET DIVISIBLE INCOME,			$1,259,748 00
Dividends declared (7 per cent),			$1,259,748 00
Amount of surplus June 30, 1905,			$767,327 19
Credits to profit and loss account during the year: difference in value on books between the stock of the Old Colony Steamboat Co., and the bond of the New England Navigation Co., received in exchange for such stock,		$2,322,500 00	
Debits to profit and loss account during the year:			
Worthless account of debt prior to the lease, charged off,	$2,998 77		
Reduction in Boston & Providence R.R. improvement account,	468,072 18		
TOTAL DEBITS,		471,070 95	
NET AMOUNT CREDITED TO PROFIT AND LOSS,			1,851,429 05
TOTAL SURPLUS JUNE 30, 1906,			$2,618,756 24

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.	**DR.**	
Cost of road,		$30,606,168 04
Cost of equipment,		3,161,518 83

Stock of the Boston Terminal Company,	$100,000 00	
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Co.,	15,340 83	
Stock of Union Freight R.R. Co.,	79,014 42	
Stock of Lowell & Framingham R.R. Co.,	10,529 69	
Stock of Boston, Clinton & Fitchburg R.R. Co.,	104 21	
Stock of Fall River Railroad Co.,	245 00	
Stock of Providence, Warren & Bristol R.R. Co.,	1,600 00	
Stock of Oak Bluffs Land & Wharf Co.,	70 00	
		$206,904 15
Bond of New England Navigation Co.,		3,600,000 00
TOTAL PERMANENT INVESTMENTS,		$37,574,591 02
Cash,	$431,015 79	
Bills receivable,	25,813 73	
Due from solvent companies and individuals,	54,192 07	
TOTAL CASH AND CURRENT ASSETS,		511,021 59
Other assets and property: Boston & Providence Railroad Company improvement account,		2,800,000 00
TOTAL,		$40,885,612 61

LIABILITIES.		CR.
Capital stock,		$18,371,400 00
Stock liability,		8,725 00
Funded debt,		15,511,200 00
Current liabilities:		
Loans and notes payable,	$12,000 00	
Audited vouchers and accounts,	185,203 52	
Dividends not called for,	337,507 81	
Matured interest coupons unpaid (including coupons due July 1),	151,166 00	
TOTAL CURRENT LIABILITIES,		685,877 33
Accrued liabilities: interest accrued and not yet due,		68,660 00
Premium received on sale of stock and bonds,		3,620,994 04
Profit and loss balance (surplus),		2,618,756 24
TOTAL,		$40,885,612 61

PROPERTY ACCOUNTS.		
Additions to construction account:		
Grading and masonry,	$111,256 62	
Bridging,	45,384 33	
Superstructure, including rails,	95,852 36	
Lands, land damages and fences,	24,595 11	
Passenger and freight stations, coal sheds and water stations,	6,580 04	
Engineering and other expenses incident to construction,	2,637 88	
Elimination of grade crossings (credit),	405,273 55	
Other additions to construction account: purchase of Nantasket Beach R.R.,	150,000 00	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		$31,032 79

Other expenditures charged to property accounts: bond of New England Navigation Company received in exchange for stock of Old Colony Steamboat Co., . .		$3,600,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . .		$3,631,032 79
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Stock of Old Colony Steamboat Co., exchanged as above, ...	$1,277,500 00	
Reduction in Boston & Providence Railroad Company improvement account, . .	468,072 18	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .		1,745,572 18
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$1,885,460 61

CAPITAL STOCK.

Capital stock authorized by law, . . .	$20,020,000 00	
Capital stock authorized by votes of company,	20,020,000 00	
Capital stock issued and outstanding, ...		$18,371,400 00
Scrip convertible into stock, ...		107 37
Other paid stock liability, ...		8,617 63
TOTAL CAPITAL STOCK LIABILITY, ...		$18,380,125 00
Number of shares issued and outstanding, .	183,714	
Number of stockholders,*	5,157	
Number of stockholders in Massachusetts,* .	4,976	
Amount of stock held in Massachusetts, .	$17,387,600 00*	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Fitchburg & Worcester R.R. Co. bonds (matured).	-	Oct. 1, 1881,	$200 00	-,
Old Colony R.R. Co. bonds (matured).	-	April 1, 1904,	1,000 00	-
Boston, Clinton, Fitchburg & New Bedford R.R. Co. bonds, first mortgage, coupon.	5	Jan. 1, 1910,	1,912,000 00	$96,175 00
Old Colony R.R. Co. bonds, plain, gold.	4	Feb. 1, 1924,	3,000,000 00	119,620 00
Old Colony R.R. Co. bonds, plain, gold.	4	Jan. 1, 1938,	4,000,000 00	160,000 00
Old Colony R.R. Co. bonds, plain, gold.	4	Dec. 1, 1925,	5,598,000 00	221,880 00
Old Colony R.R. Co. bonds, plain, gold.	3½	July 1, 1932,	1,000,000 00	34,457 50
TOTALS, ...	. .	. . .	$15,511,200 00	$632,132 50

* Including as a stockholder the New York, New Haven & Hartford Railroad Company, and the shares of stock held by that company.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	375.650	359.460
Length of branch line,	142.650	140.520
TOTAL LENGTH OF LINE OWNED,	518.300	499.980
Length of second track,	185.830	185.830
Length of third track,	6.840	6.840
Length of fourth track,	5.610	5.610
Length of side track, etc.,	249.940	242.280
TOTAL LENGTH OF TRACK OWNED,	966.520	940.540

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,

ROOM 425, SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Charles L. Lovering, *Vice-President*, Boston, Mass. George B. Phippen, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Oliver Ames, Easton, Mass. Timothy E. Byrnes, New Haven, Conn. Charles F. Choate, Jr., Southborough, Mass. Fayette S. Curtis, Boston, Mass. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. Charles L. Lovering, Taunton, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
CHARLES L. LOVERING,
TIMOTHY E. BYRNES,
N. THAYER,
THOS. DUNN,
FAYETTE S. CURTIS,
CHAS. F. CHOATE, JR.,
Directors.

GEO. B. PHIPPEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 7, 1906. Then personally appeared the above-named Charles F. Choate, Charles L. Lovering, Timothy E. Byrnes, N. Thayer, Thomas Dunn, Fayette S. Curtis, Charles F. Choate, Jr., and George B. Phippen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, AUSTIN W. ADAMS,
Justice of the Peace.

RETURN

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	$22,500 00
Dividends declared (5 per cent).	$22,500 00

GENERAL BALANCE SHEET JUNE 30, 1906.	
ASSETS.	DR.
Cost of road,	$438,752 57
Cost of equipment,	11,247 43
TOTAL,	$450,000 00
LIABILITIES.	CR.
Capital stock,	$450,000 00
TOTAL,	$450,000 00

CAPITAL STOCK.		
Capital stock authorized by law,	$500,000 00	
Capital stock authorized by votes of company,	450,000 00	
Capital stock issued and outstanding,		$450,000 00
Number of shares issued and outstanding,	4,500	
Number of stockholders,	103	
Number of stockholders in Massachusetts,	97	
Amount of stock held in Massachusetts,	$449,218 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	18.550	18.550
Length of side track, etc.,	8.750	8.750
TOTAL LENGTH OF TRACK OWNED,	27.300	27.300

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,

SOUTH STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Albert C. Houghton, North Adams, Mass. Chester W. Bliss, Springfield, Mass. James A. Rumrill, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
ZENAS CRANE,
FRANCIS HENRY APPLETON,
CHESTER W. BLISS,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 26, 1906. Then personally appeared the above-named Zenas Crane, Francis Henry Appleton and Frank H. Ratcliffe, and on October 10, James A. Rumrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK I. JAQUITH,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 11, 1906. Then personally appeared the above-named Chester W. Bliss, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, E. DUDLEY CHAPIN,
Justice of the Peace.

RETURN

OF THE

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.		DR.
Cost of road,		$305,000 00
TOTAL,		$305,000 00
LIABILITIES.		CR.
Capital stock,		$80,000 00
Funded debt,		225,000 00
TOTAL,		$305,000 00

CAPITAL STOCK.		
Capital stock authorized by law,	$240,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	24	
Number of stockholders in Massachusetts,	24	
Amount of stock held in Massachusetts,	$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Jan. 1, 1912,	$225,000 00	$11,250 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	15.030	15.030
Length of side track, etc.,	1.120	1.120
TOTAL LENGTH OF TRACK OWNED,	16.150	16.150

General Remarks and Explanations.

Road leased to Old Colony Railroad Company, operated by the New York, New Haven & Hartford Railroad Company, which takes entire receipts and pays interest on mortgage bonds.

Corporate Name and Address of the Company.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,

Plymouth, Mass.

Names and Business Address of Principal Officers.

Thomas D. Shumway, *President and Treasurer*, Plymouth, Mass. William S. Kyle, *Vice-President*, Plymouth, Mass. Benjamin A. Hathaway, *Clerk of Corporation*, Plymouth, Mass.

Names and Residence of Board of Directors.

Thomas D. Shumway, Plymouth, Mass. Horace M. Saunders, Plymouth, Mass. Edward B. Atwood, Plymouth, Mass. Jason W. Mixter, Plymouth, Mass. William S. Kyle, Plymouth, Mass. Edwin F. Witham, Middleborough, Mass. Joseph E. Beals, Middleborough, Mass. John C. Sullivan, Middleborough, Mass. George F. Morse, Carver, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HORACE M. SAUNDERS,
JASON W. MIXTER,
T. D. SHUMWAY,
WM. S. KYLE,
EDWARD B. ATWOOD,
Dr. GEORGE F. MORSE,
JOHN C. SULLIVAN,
Directors.
T. D. SHUMWAY,
Treasurer.

Commonwealth of Massachusetts.

Plymouth, ss. July 17, 1906. Then personally appeared the above-named Horace M. Saunders, Jason W. Mixter, Thomas D. Shumway, William S. Kyle, Edward B. Atwood, George F. Morse and John C. Sullivan, directors, and Thomas D. Shumway, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, B. A HATHAWAY,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$7,753 21
Income from other sources: interest, cash in bank,		16 26
GROSS INCOME,		$7,769 47
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$17 53	
Interest and discount on unfunded debts and loans,	2,538 23	
Taxes,	416 43	
Other expenses and charges upon income: repairs on buildings,	219 07	
TOTAL EXPENSES AND CHARGES UPON INCOME,		3,191 26
Surplus for the year ending June 30, 1906,		$4,578 21
Amount of surplus June 30, 1905,		26,288 73
TOTAL SURPLUS JUNE 30, 1906,		$30,866 94

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.	**DR.**	
Cost of road,		$247,361 12
Cash,	$1,498 35	
Traffic balances due from other companies,	1,890 00	
TOTAL CASH AND CURRENT ASSETS,		3,388 35
TOTAL,		$250,749 47
LIABILITIES.	**CR.**	
Capital stock,		$160,000 00
Current liabilities:		
Loans and notes payable,	$57,901 50	
Audited vouchers and accounts,	1,981 03	
TOTAL CURRENT LIABILITIES,		59,882 53
Profit and loss balance (surplus),		30,866 94
TOTAL,		$250,749 47

Capital Stock.		
Capital stock authorized by law,	$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued and outstanding,		$160,000 00
Number of shares issued and outstanding,	1,600	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	$160,000 00	

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	11.230	11.230
Length of side track, etc.,	3.230	3.230
Total Length of Track Owned,	14.460	14.460

Corporate Name and Address of the Company.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,

Webster, Mass.

Names and Business Address of Principal Officers.

Charles G. Washburn, *President*, 314 Main Street, Worcester, Mass. Amos Bartlett, *Vice-President*, Webster, Mass. Frank B. Smith, *Treasurer*, 314 Main Street, Worcester, Mass. Charles Gerber, *Clerk of Corporation*, Webster, Mass.

Names and Residence of Board of Directors.

Charles G. Washburn, 314 Main Street, Worcester, Mass. Frank B. Smith, 314 Main Street, Worcester, Mass. Amos Bartlett, Webster, Mass. Edwin Bartlett, North Oxford, Mass. Elias P. Morton, Webster, Mass. Samuel Slater, Boston, Mass. Charles Gerber, Webster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES G. WASHBURN,
FRANK BULKELEY SMITH,
E. P. MORTON,
CHARLES GERBER,
Directors.

FRANK BULKELEY SMITH,
Treasurer.

CHARLES GERBER,
Chief Accounting Officer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. AUG. 27, 1906. Then personally appeared the above-named Charles G. Washburn, Frank Bulkeley Smith and Charles Gerber, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHAS. J. WINTER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. SEPT. 14, 1906. Then personally appeared the above-named E. P. Morton, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOHN M. CRAWFORD,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		$416,000 00
Income from other sources: interest on balances,		1,350 83
GROSS INCOME,		$417,350 83
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$5,659 64	
Interest on funded debt,	60,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		65,659 64
NET DIVISIBLE INCOME,		$351,691 19
Dividends declared (10 per cent),		350,000 00
Surplus for the year ending June 30, 1906,		$1,691 19
Amount of surplus June 30, 1905,		225,045 81
TOTAL SURPLUS JUNE 30, 1906,		$226,737 00

GENERAL BALANCE SHEET JUNE 30, 1906.	
ASSETS. DR.	
Cost of road,	$4,276,250 00
Cost of equipment (inventory value as leased to New York, New Haven & Hartford R.R. Co.),	828,887 40
TOTAL PERMANENT INVESTMENTS,	$5,105,137 40
Cash,	40,851 63
Other assets and property: personal property leased to the New York, New Haven & Hartford R.R. Co.,	80,747 97
TOTAL,	$5,226,737 00
LIABILITIES. CR.	
Capital stock,	$3,500,000 00
Funded debt,	1,500,000 00
Profit and loss balance (surplus),	226,737 00
TOTAL,	$5,226,737 00

Capital Stock.		
Capital stock authorized by law,	$3,500,000 00	
Capital stock authorized by votes of company,	3,500,000 00	
Capital stock issued and outstanding,		$3,500,000 00
Number of shares issued and outstanding,	35,000	
Number of stockholders,	847	
Number of stockholders in Massachusetts,	494	
Amount of stock held in Massachusetts,	$1,827,900 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, currency, coupon,	Per Cent. 4	Oct. 1, 1947,	$1,500,000 00	$60,000 00

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line, Providence to Worcester,	43.400	25.500
Length of branch line, Valley Falls to East Providence,	7.000	.500
Total Length of Line Owned,	50.400	26.000
Length of second track,	48.980	24.980
Length of third track,	4.300	-
Length of fourth track,	4.300	-
Length of side track, etc.,	78.490	23.690
Total Length of Track Owned,	186.470*	74.670

Corporate Name and Address of the Company.

PROVIDENCE & WORCESTER RAILROAD COMPANY,
Providence, R. I.

Names and Business Address of Principal Officers.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Providence, R. I.

Names and Residence of Board of Directors.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass. G. Marston Whitin, Whitinsville, Mass. A. George Bullock, Worcester, Mass. Waldo Lincoln, Worcester, Mass. Walter F. Angell, Providence, R. I. Samuel S. Durfee, Providence, R. I.

* Five miles of main line and second track, the third and fourth tracks and 10.860 miles of side tracks included in above *total* are owned jointly with the Boston & Providence R.R. Co., all in Rhode Island — undivided ownership.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES B. I. GODDARD,
WALTER F. ANGELL,
SAMUEL S. DURFEE,
A. G. BULLOCK,
Directors.
WM. A. LEETE,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, SS. PROVIDENCE, Sept. 13, 1906. Then personally appeared the above-named Moses B. I. Goddard, Walter F. Angell and Samuel S. Durfee, directors, and William A. Leete, treasurer, of the Providence & Worcester Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CLIFFORD WHIPPLE,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 19, 1906. Then personally appeared the above-named A. G. Bullock, director, and made oath that the foregoing statement by him subscribed is true to the best of his knowledge.

Before me, D. W. CARTER,
Justice of the Peace.

RETURN

OF THE

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$112,321 13
TOTAL,		$112,321 13

LIABILITIES.	CR.	
Capital stock,		$100,000 00
Profit and loss balance (surplus),		12,321 13
TOTAL,		$112,321 13

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	1	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	6.520	6.520
Length of side track, etc.,	.860	.860
TOTAL LENGTH OF TRACK OWNED,	7.380	7.380

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY (MASSACHUSETTS DIVISION),

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. Fayette S. Curtis, Boston, Mass. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Robert W. Taft, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. MELLEN,
N. THAYER,
ROBERT W. TAFT,
Directors.
A. S. MAY,
Treasurer.

STATE OF NEW YORK.

COUNTY AND CITY OF NEW YORK, ss. Then personally appeared the above-named Charles S. Mellen, N. Thayer and Robt. W. Taft, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK E. HALL,
Notary Public, New York County.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW HAVEN, ss. SEPT. 24, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, A. W. BOWMAN,
Notary Public.

RETURN

OF THE

STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	$21,500 00
Expenses and charges upon income accrued during the year:	
salaries and maintenance of organization,	375 30
NET DIVISIBLE INCOME,	$21,124 70
Dividends declared (7 per cent),	21,000 00
Surplus for the year ending June 30, 1906,	$124 70
Amount of deficit June 30, 1905,	1,139 37
TOTAL DEFICIT JUNE 30, 1906,	$1,014 67

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$276,601 19
Cost of equipment,	21,492 38
TOTAL PERMANENT INVESTMENTS,	$298,093 57
Cash,	891 76
Profit and loss balance (deficit),	1,014 67
TOTAL,	$300,000 00

LIABILITIES.	CR.
Capital stock,	$300,000 00
TOTAL,	$300,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	225	
Number of stockholders in Massachusetts,	198	
Amount of stock held in Massachusetts,	$277,500 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	13.160	13.160
Length of side track, etc.,	6.090	6.090
TOTAL LENGTH OF TRACK OWNED,	19.250	19.250

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,

61 MERRIMACK STREET, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Frank E. Dunbar, *Treasurer*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George S. Motley, Lowell, Mass. Alexander G. Cumnock, Lowell, Mass. Alphonso S. Covel, Boston, Mass. Edward N. Burke, Lowell, Mass. Charles L. Hildreth, Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY M. WHITNEY,
ALVAH W. SULLOWAY,
WILLIAM WHITING,
WALTER HUNNEWELL,
ALEXANDER COCHRANE,
JOSEPH H. WHITE,
Directors of the Boston & Maine Railroad.
HERBERT E. FISHER,
Treasurer of the Boston & Maine Railroad.
WM. J. HOBBS,
Fourth Vice-President and General Auditor of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 6, 1906. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Alvah W. Sulloway, William Whiting, Walter Hunnewell, Alexander Cochrane and Joseph H. White, directors, Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor of the Boston & Maine Railroad, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$100,148 04
Operating expenses,			56,188 86
NET EARNINGS FROM OPERATION,			$43,959 18
Dividends received on stocks owned: Union Freight R.R. Co.,			910 00
GROSS INCOME ABOVE OPERATING EXPENSES,			$44,869 18
Charges upon income accrued during the year:			
Interest and discount on unfunded debts and loans,		$2,216 65	
Taxes,		11,581 58	
Other deductions from income:			
Reserve for new engine under contract,	$10,000 00		
Reserve for settlement of unadjusted claims,	5,000 00		
		15,000 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			28,798 23
NET DIVISIBLE INCOME,			$16,070 95
Dividends declared during the year (April, 1906, 7 per cent on $300,000),			21,000 00
Deficit for the year ending June 30, 1906,			$4,929 05
Amount of surplus June 30, 1905,			51,332 34
Amount transferred from "reserve for settlement of unadjusted claims,"			7,490 08
TOTAL SURPLUS JUNE 30, 1906,			$53,893 37

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Freight service:			
Gross receipts from freight,	$99,716 77		
Deductions:			
Other repayments,		$115 52	
TOTAL EARNINGS, FREIGHT SERVICE,			$99,601 25
Other earnings from operation:			
Car mileage — balance,			546 79
GROSS EARNINGS FROM OPERATION,			$100,148 04

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	$6,607 20
Salaries of clerks and attendants,	657 00
General office expenses and supplies,	60 59
Law expenses,	2,413 29
TOTAL,	$9,738 08
Maintenance of way and structures:	
Repairs of roadway,	$6,647 65
Repairs and renewals of buildings and fixtures,	383 36
TOTAL,	$7,031 01
Maintenance of equipment: repairs and renewals of locomotives,	$5,553 17
Conducting transportation:	
Engine and roundhouse men,	$9,305 15
Fuel for locomotives,	6,129 51
Water supply for locomotives,	273 60
Oil, tallow and waste for locomotives,	408 01
Other supplies for locomotives,	11 70
Train service,	12,806 70
Train supplies and expenses,	92 01
Switchmen, flagmen and watchmen,	1,268 20
Telegraph expenses,	136 49
Station service,	2,744 75
Station supplies,	109 38
Loss and damage,	109 01
Injuries to persons,	350 00
Stationery and printing,	122 09
TOTAL,	$33,866 60
Recapitulation:	
General expenses,	$9,738 08
Maintenance of way and structures,	7,031 01
Maintenance of equipment,	5,553 17
Conducting transportation,	33,866 60
TOTAL OPERATING EXPENSES,	$56,188 86
Percentage of operating expenses to gross earnings,	56.11

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of road,		$401,069 67
Cost of equipment,		12,000 00
Stock of Union Freight R.R. Co.,		13,000 00
TOTAL PERMANENT INVESTMENTS,		$426,069 67
Cash,	$35,565 99	
Due from agents,	2,005 39	
TOTAL CASH AND CURRENT ASSETS,		37,571 38
Materials and supplies,		1,027 06
TOTAL,		$464,668 11

Liabilities.		Cr.
Capital stock,		$300,000 00
Real estate mortgages,		88,500 00
Current liabilities: audited vouchers and accounts,		1,566 72
Sinking and other special funds:		
Reserve for settlement of unadjusted claims,	$10,708 02	
Reserve for new engine under contract,	10,000 00	
Total Sinking and Other Special Funds,		20,708 02
Profit and loss balance (surplus),		53,893 37
Total,		$464,668 11

Capital Stock.		
Capital stock authorized by law,	$500,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	3	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	$300,000 00	

Real Estate Mortgages.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
Real estate in Boston,	Per Cent. 3½	June 16, 1908,	$88,500 00	$3,097 50

Volume of Traffic, etc.

Freight traffic:	
Number of tons of freight hauled earning revenue,	333,105
Number of tons of freight hauled one mile,	458,019
Number of tons of freight hauled one mile per mile of road operated,	188,485
Average length of haul per ton,	1.375 miles.
Average amount received per ton per mile hauled,	21.746 cents.
Freight earnings (gross) per mile of road operated,	$40,988 17.000
Freight earnings (gross) per freight-train mile run,	3 41.416
Operating expenses:	
Operating expenses per mile of road operated,	23,122 99.000
Operating expenses per revenue-train mile run,	1 92.605
Train mileage:	
Miles run by freight trains,	29,173
Fares and freights:	
Average rate received per ton mile for local freight,	21.746 cents.
Employees:	
Average number of persons employed,	45

Description of Railroad Owned and Operated.

(See also tabulated description in preceding appendix to report.)

Railroad Owned and Operated.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	2.431	2.431
Length of second track,	.937	.937
Length of side track, etc.,	1.280	1.280
Total Length of Track Owned and Operated,	4.648	4.648

Description of Equipment.

Rolling Stock.	Number Owned.	Equipped with Power Driving-wheel Brakes	Maximum Weight.	Average Weight.
Locomotives.				
Freight,	4	4	Lbs. 62,000	Lbs. 62,000

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	In Massachusetts.						Total on All Lines Operated.	
	From causes beyond their own control.		From their own misconduct or carelessness.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	2	-	2	-	2
Other persons,	-	-	1	1	1	1	1	1
Totals,	-	-	1	3	1	3	1	3

Corporate Name and Address of the Company.

UNION FREIGHT RAILROAD COMPANY,

South Terminal Station, Boston, Mass.

Names and Business Address of Principal Officers.

Fayette S. Curtis, *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. Frank A. Farnham, *Counsel*, Boston, Mass. George L. Winlock, *General Freight Agent*, Boston, Mass. Amasa H. Grovenor, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS

Fayette S. Curtis, Boston, Mass. Charles F. Choate, Southborough, Mass. Charles F. Choate, Jr., Southborough, Mass. George A. Gardner, Boston, Mass. Charles S. Mellen, New Haven, Conn. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FAYETTE S. CURTIS,
CHARLES S. MELLEN,
CHARLES F. CHOATE,
N. THAYER,
CHAS. F. CHOATE, JR.,
Directors.
AUSTIN W. ADAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 6, 1906. Then personally appeared the above-named Fayette S. Curtis and Charles S. Mellen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK A. FARNHAM,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 7, 1906. Then personally appeared the above-named Charles F. Choate, N. Thayer and Charles F. Choate, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, AUSTIN W. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 7, 1906. Then personally appeared the above-named Austin W. Adams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, ALFRED H. LITCHFIELD,
Justice of the Peace.

RETURN

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	$194,580 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	3,000 00
NET DIVISIBLE INCOME,	$191,580 00
Dividends declared (6 per cent),	$191,580 00
Amount of surplus June 30, 1905,	$2,351,055 80
Credits to profit and loss account during the year: betterments to road by Fitchburg R.R. Co.,	61,850 20
TOTAL SURPLUS JUNE 30, 1906,	$2,412,906 00

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.
Cost of road,	$3,334,940 82
Cost of equipment,	261,233 64
Lands in Massachusetts,	2,107 65
Turners Falls Branch,	145,300 63
Betterments made to road since January 1, 1874, as reported by Fitchburg Railroad Company,	2,634,323 26
TOTAL PERMANENT INVESTMENTS,	$6,377,906 00
Cash,	15,138 50
TOTAL,	$6,393,044 50

LIABILITIES.	CR.
Capital stock,	$3,193,000 00
Funded debt,	772,000 00
Current liabilities: dividends not called for,	15,138 50
Profit and loss balance (surplus),	2,412,906 00
TOTAL,	$6,393,044 50

Capital Stock.		
Capital stock authorized by law,	$4,700,000 00	
Capital stock authorized by votes of company,	3,193,000 00	
Capital stock issued and outstanding,		$3,193,000 00
Number of shares issued and outstanding,	31,930	
Number of stockholders,	1,321	
Number of stockholders in Massachusetts,	1,133	
Amount of stock held in Massachusetts,	$2,949,400 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds,	Per Cent. 3½	May 1, 1923,	$772,000 00	$27,020 00

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	55.780	55.780
Length of branch line,	2.800	2.800
Total Length of Line Owned,	58.580	58.580
Length of second track,	55.780	55.780
Length of side track, etc.,	52.660	52.660
Total Length of Track Owned,	167.020	167.020

Corporate Name and Address of the Company.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

53 Devonshire Street, Boston, Mass.

Names and Business Address of Principal Officers.

Charles E. Ware, *President*, Fitchburg, Mass. Francis B. Shepley, *Treasurer*, 53 Devonshire Street, Boston, Mass. Charles E. Hatfield, *Clerk of Corporation*, Boston, Mass.

Names and Residence of Board of Directors.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Charles A. Welch, Cohasset, Mass. George F. Richardson, Lowell, Mass. Charles T. Crocker, Fitchburg, Mass. Alvah Crocker, Fitchburg, Mass. Charles E. Ware, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES WILLIAMS,
C. T. CROCKER,
CHAS. E. WARE,
GEORGE R. WALLACE,
ROBERT WINSOR,
GORDON ABBOTT,
JOSEPH B. RUSSELL,
Directors of the Fitchburg Railroad Company.
DAN. A. GLEASON,
Treasurer of the Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 27, 1906. Then personally appeared the above-named C. T. Crocker, Chas. E. Ware and George R. Wallace; on August 29, Moses Williams, Robert Winsor, Gordon Abbott, Joseph B. Russell and Dan. A. Gleason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE O. FOSTER,
Justice of the Peace.

RETURN

OF THE

WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	$52,500 00
Dividends declared (7 per cent),	$52,500 00

GENERAL BALANCE SHEET JUNE 30, 1906.		
ASSETS.	DR.	
Cost of road,		$1,115,163 82
TOTAL,		$1,115,163 82
LIABILITIES.	CR.	
Capital stock,		$750,000 00
Unfunded debt,		365,163 82
TOTAL,		$1,115,163 82

CAPITAL STOCK.		
Capital stock authorized by law,	$1,000,000 00	
Capital stock authorized by votes of company,	750,000 00	
Capital stock issued and outstanding,		$750,000 00
Number of shares issued and outstanding,	7,500	
Number of stockholders,	150	
Number of stockholders in Massachusetts,	143	
Amount of stock held in Massachusetts,	$611,900 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	49.350	49.350
Length of side track, etc.,	7.810	7.810
TOTAL LENGTH OF TRACK OWNED,	57.160	57.160

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. George B. Foster, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Charles E. Stevens, Ware, Mass. Henry B. Chapin, Boston, Mass. Charles S. Sargent, Brookline, Mass. Frederick H Gillett, Springfield, Mass. Chester W. Bliss, Springfield, Mass. Frank H. Ratcliffe, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
HENRY B. CHAPIN,
CHESTER W. BLISS,
FRANK H. RATCLIFFE,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 10, 1906. Then personally appeared the above-named James A. Rumrill and Frank H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK I. JAQUITH,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 11, 1906. Then personally appeared the above-named Chester W. Bliss, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, E. DUDLEY CHAPIN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. OCT. 12, 1906. Then personally appeared the above-named Henry B. Chapin, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, FRANK H. RATCLIFFE,
Justice of the Peace.

RETURN

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,		$250,000 00
Interest received on bonds owned: interest accrued on $150,000 bonds prior to sale,		283 33
Income from other sources: interest on bank account,		221 40
GROSS INCOME,		$250,504 73
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$2,330 29	
Interest on funded debt,	71,040 00	
Interest and discount on unfunded debts and loans,	354 17	
TOTAL EXPENSES AND CHARGES UPON INCOME,		73,724 46
NET DIVISIBLE INCOME,		$176,780 27
Dividends declared (5¾ per cent on 30,644 shares),		176,203 00
Surplus for the year ending June 30, 1906,		$577 27
Amount of deficit June 30, 1905,		278,942 68
Credits to profit and loss account during the year: premium on issue $150,000 bonds January 1, 1906, maturing January 1, 1935,		4,944 80
TOTAL DEFICIT JUNE 30, 1906,		$273,420 61

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.		DR.
Cost of road,		$4,138,584 99
Cost of equipment,		415,336 03
TOTAL PERMANENT INVESTMENTS,		$4,553,921 02
Cash,	$44,958 37	
Bills receivable: Worcester, Nashua & Rochester R.R. Co. stock,	35,400 00	
TOTAL CASH AND CURRENT ASSETS,		80,358 37
Profit and loss balance (deficit),		273,420 61
TOTAL,		$4,907,700 00

Liabilities.	Cr.
Capital stock,	$3,099,800 00
Funded debt,	1,776,000 00
Current liabilities: matured interest coupons unpaid (including coupons due July 1),	28,100 00
Accrued liabilities: interest accrued and not yet due,	3,800 00
Total,	$4,907,700 00

Capital Stock.

Capital stock authorized by law,	$3,600,000 00	
Capital stock authorized by votes of company,	3,099,800 00	
Capital stock issued and outstanding,		$3,099,800 00
Number of shares issued and outstanding,	30,998	
Number of stockholders,	784	
Number of stockholders in Massachusetts,	545	
Amount of stock held in Massachusetts,	$950,500 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4	Jan. 1, 1913,	$511,000 00	$20,440 00
First mortgage bonds,	4	Jan. 1, 1930,	735,000 00	29,300 00
First mortgage bonds,	4	Oct. 1, 1934,	380,000 00	15,180 00
First mortgage bonds,	4	Jan. 1, 1935,	150,000 00	–
First mortgage bonds,*	4	Jan. 1, 1906,	–	6,000 00
Totals,			$1,776,000 00	$70,920 00

Description of Railroad Owned.

(See also tabulated description in preceding appendix to report.)

Railroad Owned.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	94.480	39.460
Length of second track,	18.130	18.130
Length of side track, etc.,	61.290	42.300
Total Length of Track Owned,	173.900	99.890

Corporate Name and Address of the Company.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,

Boston, Mass.

* Matured January 1, 1906, $150,000 paid.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George G. Haven, *President*, 32 Nassau Street, New York, N. Y. Charles H. Bowen, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George G. Haven, New York, N. Y. James N. Jarvie, New York, N. Y. Adrian Iselin, Jr., New York, N. Y. Frederic Cromwell, New York, N. Y. Henry L. Higginson, Boston, Mass. Nathaniel Thayer, Lancaster, Mass. Downie D. Muir, Worcester, Mass. Albert Wallace, Rochester, N. H. Charles H. Bowen, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

G. G. HAVEN,
ADRIAN ISELIN, JR.,
HENRY L. HIGGINSON,
ALBERT WALLACE,
C. H. BOWEN,
DOWNIE D. MUIR,
Directors.

C. H. BOWEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. AUG. 16, 1906. Then personally appeared the above-named Henry L. Higginson, Albert Wallace, C. H. Bowen and Downie D. Muir, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EUGENE W. LEIGHTON,
Notary Public.

STATE OF NEW YORK.

NEW YORK, SS. AUG. 21, 1906. Then personally appeared the above-named Adrian Iselin, Jr., and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, H. L. BRAYNARD.
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. AUG. 22, 1906. Then personally appeared the above-named George G. Haven, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, GEORGE A. MOLE,
Notary Public.

To the Honorable Board of Railroad Commissioners for the Commonwealth of Massachusetts.

The undersigned, commissioner of the Worcester, Nashua & Rochester Railroad Company for the Commonwealth of Massachusetts, having examined the official report of said company to your honorable Board for the year ending June 30, 1906, believes it to be correct in statements and figures, and hereby approves the same.

AUGUST 20, 1906. JOHN J. PUTNAM,
Commissioner.

The undersigned, commissioner for the Commonwealth of Massachusetts for the Worcester, Nashua & Rochester Railroad Company, on the above-named date examined the aforesaid report of said company to the said honorable Board of Commissioners, for the year aforesaid, to ascertain what portion of the receipts and expenditures of said company pertained to that part of the road lying in Massachusetts, and what portion to that part lying in New Hampshire, with the following result: —

Total cost of road and equipment,		$4,553,921 02
Income from road (leased),	$250,000 00	
Interest accrued on $150,000 bonds prior to sale,	283 33	
Interest on bank account,	221 40	
		$250,504 73
Expenses and charges:		
Salaries and maintenance of road,	$2,330 29	
Interest on funded debt,	71,040 00	
Interest and discount on unfunded debts and loans,	354 17	
		73,724 46
NET DIVISIBLE INCOME,		$176,780 27

The road being under lease to the Boston & Maine Railroad Company, no account is taken of permanent improvements, or the expenditures and receipts connected with its operation by said company.

An equal apportionment is hereby made of income and expenses to the parts of the road lying respectively in Massachusetts and New Hampshire, on the basis of the nearly equal cost of these separate sections, the difference being less than seventeen thousand dollars ($17,000).

JOHN J. PUTNAM,
Commissioner.

REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Exeter, Hampton & Amesbury of New Hampshire until November 30, 1905, since which date operated by the company.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation (for ten months),		$22,187 76
Operating expenses,		20,676 28
NET EARNINGS FROM OPERATION,		$1,511 48
Miscellaneous income:		
Sale of old material,	$253 86	
Rental of line to Exeter, Hampton & Amesbury Street Railway Company, October 1 to November 30, 1905,	1,500 00	
TOTAL MISCELLANEOUS INCOME,		1,753 86
GROSS INCOME ABOVE OPERATING EXPENSES,		$3,265 34
Charges upon income accrued during the year:		
Interest on funded debt,	$5,000 00	
Interest and discount on unfunded debts and loans,	2,819 20	
Taxes, State and local,	312 96	
Payments to sinking and other special funds: sinking fund,	1,050 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		9,182 16
Deficit for the year ending September 30, 1906,		$5,916 82
Amount of surplus September 30, 1905,		13,000 00
TOTAL SURPLUS SEPTEMBER 30, 1906,		$7,083 18

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$20,875 37
Receipts from carriage of mails,	657 84
Receipts from advertising in cars,	79 05
Receipts from interest on deposits,	13 00
Other earnings from operation: rental of equipment,	562 50
GROSS EARNINGS FROM OPERATION,	$22,187 76

Expenses of Operation.	
General expenses:	
Salaries of general officers and clerks,	$921 41
General office expenses and supplies,	243 46
Legal expenses,	82 51
Insurance,	303 39
Other general expenses: advertising, $370.56; miscellaneous, $222.48,	593 04
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,866 11
Repair of electric line construction,	550 13
Repair of buildings,	37 10
Maintenance of equipment: repair of cars and repair of electric equipment of cars,	1,710 41
Transportation expenses:	
Cost of electric motive power,	4,614 70
Wages and compensation of persons employed in conducting transportation,	5,573 72
Removal of snow and ice,	136 56
Damages for injuries to persons and property,	1,023 51
Tolls for trackage over other railways,	37 49
Rentals of buildings and other property,	25 34
Other transportation expenses: miscellaneous car service supplies and expenses, $484.73; cleaning and sanding track, $472.67,	957 40
Total Operating Expenses,	$20,676 28

General Balance Sheet September 30, 1906.

Assets.	Dr.	
Cost of railway:		
Roadbed and tracks,	$117,517 96	
Electric line construction, including poles, wiring, feeder lines, etc.,	34,334 35	
Engineering and other expenses incident to construction,	5,406 47	
Total Cost of Railway Owned,		$157,258 78
Cost of equipment:		
Cars and other rolling stock,	$15,586 36	
Electric equipment of same,	15,000 00	
Other items of equipment: furniture and fixtures,	11 25	
Total Cost of Equipment Owned,		30,597 61
Cost of land and buildings:		
Land necessary for operation of railway,	$2,531 75	
Electric power stations, including equipment,	36,823 00	
Other buildings necessary for operation of railway,	13,716 66	
Total Cost of Land and Buildings Owned,		53,071 41
Total Permanent Investments,		$240,927 80
Cash and current assets:		
Bills and accounts receivable,	$39,375 38	
Sinking and other special funds,	3,050 00	
Total Cash and Current Assets,		42,425 38
Total,		$283,353 18

Liabilities.		Cr.
Capital stock,		$100,000 00
Funded debt,		100,000 00
Current liabilities:		
Loans and notes payable,	$65,600 00	
Matured interest coupons unpaid (including coupons due October 1),	6,800 00	
Total Current Liabilities,		72,400 00
Accrued liabilities: interest accrued and not yet due,		820 00
Sinking and other special funds: sinking funds,		3,050 00
Profit and loss balance (surplus),		7,083 18
Total,		$283,353 18

Capital Stock.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$500 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	Oct. 1, 1919,	$100,000 00	$2,500 00

Sinking and Other Special Funds.

Amount September 30, 1905, of bond sinking fund,	$2,000 00
Additions during the year to bond sinking fund,	1,050 00
Total Sinking and Other Special Funds September 30, 1906,	$3,050 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the period,	432,183
Number carried per mile of main railway track operated,	51,808
Number of car miles run,	124,100
Average number of persons employed,	16

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.				
Box passenger cars,	2	2	2	4
Open passenger cars,	9	9	–	18
TOTAL,	11	11	2	22
Snow ploughs,	1	–	–	–

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	8.342 miles.
Length of sidings, switches, etc.,	.409 "
Total, computed as single track,	8.751 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	.207 mile.

Names of the several cities and towns in which the railways operated by the company are located: Salisbury and Amesbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY.

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Samuel W. Emery, *Vice-President and General Counsel*, 53 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. John Dearborn, Boston, Mass. Reginald H. Johnson, Braintree, Mass. Charles F. Ayer, Lowell, Mass. Samuel W. Emery, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
SAMUEL W. EMERY,
Directors.
SAM'L P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NOV. 13, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 14, 1906. Then personally appeared the above-named Samuel W. Emery and Reginald H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY WARE,
Justice of the Peace.

REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY

(EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY, LESSEE)

FOR THE PERIOD ENDING NOVEMBER 30, 1905.

[Leased to and operated by the Exeter, Hampton & Amesbury of New Hampshire, October 1, 1905 to November 30, 1905.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation (for two months),		$2,540 07
Operating expenses,		2,884 81
NET LOSS FROM OPERATION,		$344 74
Charges upon income accrued during the two months:		
Taxes, State and local,	$70 00	
Rentals of leased railways: Amesbury & Hampton,	1,500 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		1,570 00
Deficit for the two months ending November 30, 1905,		$1,914 74
Amount of deficit September 30, 1905,		25,469 59
TOTAL DEFICIT NOVEMBER 30, 1905,		$27,384 33
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$2,396 82
Receipts from carriage of mails,		130 00
Receipts from advertising in cars,		13 25
GROSS EARNINGS FROM OPERATION,		$2,540 07
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$166 62
General office expenses and supplies,		40 14
Legal expenses,		13 10
Insurance,		72 59
Other general expenses: advertising, $6.22; miscellaneous, $29.12,		35 34

Maintenance of roadway and buildings:	
Repair of roadbed and track,	$219 97
Repair of electric line construction,	72 19
Repair of buildings,	18 15
Maintenance of equipment: repair of cars and repair of electric equipment of cars,	271 11
Transportation expenses:	
Cost of electric motive power,	824 82
Wages and compensation of persons employed in conducting transportation,	890 74
Damages for injuries to persons and property,	117 49
Rentals of buildings and other property,	4 63
Other transportation expenses: miscellaneous car service supplies and expenses, $44 23; cleaning and sanding track, $93.69,	137 92
TOTAL OPERATING EXPENSES,	$2,884 81

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the period,	52,801
Number carried per mile of main railway track operated,	6,330
Number of car miles run,	19,300
Average number of persons employed,	16

RAILWAY LEASED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	8.342 miles.
Length of sidings, switches, etc.,	.409 "
Total, computed as single track,	8.751 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Samuel W. Emery, *Vice-President and General Counsel*, 53 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. John Dearborn, Boston, Mass. Reginald H. Johnson, Braintree, Mass. Charles F. Ayer, Lowell, Mass. Samuel W. Emery, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
SAMUEL W. EMERY,
Directors.
SAM'L P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NOV. 13, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 14, 1906. Then personally appeared the above-named Samuel W. Emery and Reginald H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY WARE,
Justice of the Peace.

REPORT

OF THE

AMHERST & SUNDERLAND STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$38,316 69
Operating expenses,		28,329 92
NET EARNINGS FROM OPERATION,		$9,986 77
Miscellaneous income:		
Hay sold,	$18 00	
Use of electric poles,	27 75	
TOTAL MISCELLANEOUS INCOME,		45 75
GROSS INCOME ABOVE OPERATING EXPENSES,		$10,032 52
Charges upon income accrued during the year:		
Interest on funded debt,	$5,850 00	
Interest and discount on unfunded debts and loans,	274 41	
Taxes, State and local,	1,342 31	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		7,466 72
Surplus for the year ending September 30, 1906,		$2,565 80
Amount of deficit September 30, 1905,		11,218 24
Credits to profit and loss account during the year: discount on account payable,		1 36
TOTAL DEFICIT SEPTEMBER 30, 1906,		$8,651 08

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$33,615 37
Receipts from carriage of mails,	200 00
Receipts from carriage of freight,	4,160 87
Receipts from rentals of buildings and other property,	94 42
Receipts from advertising in cars,	150 00
Other earnings from operation: gravel traffic,	96 03
GROSS EARNINGS FROM OPERATION,	$38,316 69

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$2,353 90
General office expenses and supplies,		98 29
Insurance,		288 80
Maintenance of roadway and buildings:		
Repair of roadbed and track,		3,179 41
Repair of electric line construction,		200 35
Repair of buildings,		162 63
Maintenance of equipment:		
Repair of cars,		1,346 63
Repair of electric equipment of cars,		685 17
Transportation expenses:		
Cost of electric motive power, $10,071; less power sold, $124.52; net,		9,946 48
Wages and compensation of persons employed in conducting transportation,		8,188 50
Removal of snow and ice,		77 65
Damages for injuries to persons and property,		338 80
Tolls for trackage over other railways,		123 74
Other transportation expenses: advertising, $38.70; freight traffic expense, $675.55; oil, waste, etc., for cars, track grease, labor, etc., $625.32,		1,339 57
Total Operating Expenses,		$28,329 92
Property Accounts		
Additions to railway:		
Extension of tracks and new electric line construction (length, 420 feet),	$67 52	
Other additions to railway: additional on previous construction,	1,419 49	
Total Additions to Railway,		$1,487 01
Additions to equipment:		
Additional on old cars,	$55 07	
Other additions to equipment: sundry equipment,	60 52	
Total Additions to Equipment,		115 59
Additions to land and buildings: additional equipment of power stations,		25 00
Total Additions to Property Accounts,		$1,627 60
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$117,996 01	
Electric line construction, including poles, wiring, feeder lines, etc,	19,259 16	
Interest accrued during construction of railway,	2,822 94	
Engineering and other expenses incident to construction,	5,955 10	
Total Cost of Railway Owned,		$146,033 21

Cost of equipment:		
Cars and other rolling stock,	$22,248 29	
Electric equipment of same,	20,497 49	
Other items of equipment: sundry equipment,	725 02	
TOTAL COST OF EQUIPMENT OWNED,		$43,470 80
Cost of land and buildings:		
Land necessary for operation of railway,	$2,294 32	
Electric power stations, including equipment,	31,670 51	
Other buildings necessary for operation of railway,	5,159 62	
TOTAL COST OF LAND AND BUILDINGS OWNED,		39,124 45
TOTAL PERMANENT INVESTMENTS,		$228,628 46
Cash and current assets:		
Cash,	$898 83	
Bills and accounts receivable,	1,705 61	
TOTAL CASH AND CURRENT ASSETS,		2,604 44
Miscellaneous assets: materials and supplies,		4,615 39
Profit and loss balance (deficit),		8,651 08
TOTAL,		$244,499 37

LIABILITIES.		CR.
Capital stock,		$120,000 00
Funded debt,		117,000 00
Current liabilities:		
Loans and notes payable,	$2,900 00	
Audited vouchers and accounts,	2,575 72	
TOTAL CURRENT LIABILITIES,		5,475 72
Accrued liabilities:		
Interest accrued and not yet due,	$1,504 97	
Taxes accrued and not yet due,	518 68	
TOTAL ACCRUED LIABILITIES,		2,023 65
TOTAL,		$244,499 37

CAPITAL STOCK.		
Capital stock authorized by law,	$120,000 00	
Capital stock authorized by votes of company,	120,000 00	
Capital stock issued and outstanding,		$120,000 00
Number of shares issued and outstanding,	1,200	
Number of stockholders,	115	
Number of stockholders in Massachusetts,	111	
Amount of stock held in Massachusetts,	$119,100 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . .	Per Cent. 5	Feb. 1, 1924, .	$117,000 00	$5,850 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	588,126
Number carried per mile of main railway track operated, .	37,434
Number of car miles run, ...	259,830
Average number of persons employed, ...	24

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars, ...	5	–	5	5	10
Open passenger cars, ...	6	–	6	–	14
Total, ...	11	–	11	5	24
Cars — Other Service.					
Box freight cars, ...	1	–	–	–	4
Platform freight cars, ...	–	2	–	–	–
Work cars, ...	1	2	–	–	2
Total, ...	2	4	–	–	6

Railway Owned and Operated (by Electric Power).

Length of railway line, ...	15.711 miles.
Length of sidings, switches, etc., ...	.078 "
Total, computed as single track, ...	15.789 "

Railway Located Outside of Public Ways.

Length of railway line, ...	1.873 miles.

Names of the several cities and towns in which the railways operated by the company are located: Amherst, Sunderland and Pelham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Central Vermont Railroad, on Main Street, Amherst, . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMHERST AND SUNDERLAND STREET RAILWAY COMPANY, AMHERST, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cowls, *President*, North Amherst, Mass. Mason A. Dickinson, *Vice-President and Treasurer*, Amherst, Mass. Charles H. Edwards, *Clerk of Corporation*, Amherst, Mass. Heman M. Aldrich, *Superintendent*, Amherst, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cowls, North Amherst, Mass. Mason A. Dickinson, Amherst, Mass. Theodore L. Paige, Amherst, Mass. Charles Fred Deuel, Amherst, Mass. Edward D. Marsh, Amherst, Mass. Eugene P. Bartlett, Pelham, Mass. Frederick L. Whitmore, Sunderland, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. D. COWLS,
MASON A. DICKINSON,
E. D. MARSH,
CHAS. FRED DEUEL,
Directors.
MASON A. DICKINSON,
Treasurer.
H. M. ALDRICH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. NOV. 7, 1906. Then personally appeared the above-named W. D. Cowls, Mason A. Dickinson, E. D. Marsh, Chas. Fred Deuel and H. M. Aldrich, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, H. M. McCLOUD,
Notary Public.

REPORT

OF THE

ATHOL & ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$44,958 70
Operating expenses,		30,669 34
GROSS INCOME ABOVE OPERATING EXPENSES,		$14,289 36
Charges upon income accrued during the year:		
Interest on funded debt,	$3,000 00	
Taxes, State and local,	2,252 20	
Payments to sinking and other special funds: reserve fund,	1,500 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		6,752 20
NET DIVISIBLE INCOME,		$7,537 16
Dividends declared (8 per cent),		5,960 00
Surplus for the year ending September 30, 1906,		$1,577 16
Amount of surplus September 30, 1905,		27,533 91
TOTAL SURPLUS SEPTEMBER 30, 1906,		$29,111 07
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$44,833 70
Receipts from advertising in cars,		125 00
GROSS EARNINGS FROM OPERATION,		$44,958 70
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$1,896 00
General office expenses and supplies,		606 52
Insurance,		638 85
Other general expenses: entertainments, etc., at park,		4,081 43
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,935 82
Repair of electric line construction,		750 87
Maintenance of equipment:		
Repair of cars,		1,741 17
Repair of electric equipment of cars,		3,082 28

Transportation expenses:		
Cost of electric motive power,		$6,051 44
Wages and compensation of persons employed in conducting transportation,		7,563 24
Removal of snow and ice,		206 19
Damages for injuries to persons and property,		10 00
Other transportation expenses,		1,105 53
TOTAL OPERATING EXPENSES,		$30,669 34

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$70,000 00	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,893 46	
Engineering and other expenses incident to construction,	6,020 57	
TOTAL COST OF RAILWAY OWNED,		$93,914 03
Cost of equipment:		
Cars and other rolling stock,	$16,877 04	
Electric equipment of same,	16,003 80	
Other items of equipment: generator, etc.,	4,641 74	
TOTAL COST OF EQUIPMENT OWNED,		37,522 58
Cost of land and buildings: land necessary for operation of railway,		8,000 00
Other permanent property: park and buildings,		17,000 00
TOTAL PERMANENT INVESTMENTS,		$156,436 61
Cash and current assets:		
Cash,	$7,174 46	
Sinking and other special funds,	1,500 00	
TOTAL CASH AND CURRENT ASSETS,		8,674 46
Miscellaneous assets: materials and supplies,		750 00
TOTAL,		$165,861 07

LIABILITIES.	CR.
Capital stock,	$74,500 00
Funded debt,	60,000 00
Accrued liabilities: interest accrued and not yet due,	750 00
Sinking and other special funds: reserved fund,	1,500 00
Profit and loss balance (surplus),	29,111 07
TOTAL,	$165,861 07

CAPITAL STOCK.

Capital stock authorized by law,	$74,500 00	
Capital stock authorized by votes of company,	74,500 00	
Capital stock issued and outstanding,		$74,500 00
Number of shares issued and outstanding,	745	
Number of stockholders,	13	
Number of stockholders in Massachusetts,	12	
Amount of stock held in Massachusetts,	$73,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1915,	$60,000 00	$3,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1905, of reserved fund,	$1,500 00
Additions during the year to reserved fund,	1,500 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1906,	$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	930,500
Number carried per mile of main railway track operated,	135,562
Number of car miles run,	145,536
Average number of persons employed,	16

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Number of Motors.
CARS — PASSENGER SERVICE.		
Box passenger cars,	8	16
Open passenger cars,	5	10
TOTAL,	13	26
Snow ploughs,	1	2

MISCELLANEOUS EQUIPMENT.

Highway vehicles: trolley wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.864 miles.
Length of sidings, switches, etc.,	.270 "
Total, computed as single track,	7.134 "

Names of the several cities and towns in which the railways operated by the company are located: Athol and Orange.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	1	-	-	-	1
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	-	-	-
TOTALS, ...	-	1	-	-	-	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,

ATHOL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George D. Bates, *President*, Athol, Mass. Albert N. Ellis, *Treasurer and Clerk of Corporation*, Athol, Mass. Arthur F. Tyler, *Auditor*, Athol, Mass. Wilson D. Smith, *General Manager*, Athol, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George D. Bates, Athol, Mass. Wilson D. Smith, Athol, Mass. Hollis M. Slate, Athol, Mass. Arthur F. Tyler, Athol, Mass. William D. Luey, Worcester, Mass. John W. Wheeler, Orange, Mass. Warren M. King, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE D. BATES,
HOLLIS M. SLATE,
WILSON D. SMITH,
ARTHUR F. TYLER,
Directors.
ALBERT N. ELLIS,
Treasurer.
WILSON D. SMITH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. ATHOL, Oct. 6, 1906. Then personally appeared the above-named Geo. D. Bates, Hollis M. Slate, Wilson D. Smith, Albert N. Ellis and Arthur F. Tyler, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, W. S. HINMAN,
Justice of the Peace.

REPORT

OF THE

BERKSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$260,435 75
Operating expenses,		183,621 14
NET EARNINGS FROM OPERATION,		$76,814 61
Miscellaneous income:		
Operation of parks,	$5,263 24	
Interest on notes receivable,	973 10	
TOTAL MISCELLANEOUS INCOME,		6,236 34
GROSS INCOME ABOVE OPERATING EXPENSES,		$83,050 95
Charges upon income accrued during the year:		
Interest on funded debt,	$54,250 00	
Interest and discount on unfunded debts and loans,	21,093 17	
Taxes, State, local and commutation,	11,014 96	
Other deductions from income: operation of parks,	11,948 70	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		98,306 83
Deficit for the year ending September 30, 1906,		$15,255 88
Amount of surplus September 30, 1905,		64,316 59
Credits to profit and loss account during the year: Hoosac Valley Street Railway Company surplus,	$50,009 99	
Debits to profit and loss account during the year:		
Old accounts written off,	$2,004 25	
Adjustment of old tax account,	4,259 60	
Adjustment of old accident claim,	343 04	
Adjustment of inventory,	10,300 89	
TOTAL DEBITS,	16,907 78	
NET AMOUNT CREDITED TO PROFIT AND LOSS,		33,102 21
TOTAL SURPLUS SEPTEMBER 30, 1906,		$82,162 92

Earnings from Operation.		
Receipts from passengers carried,		$257,889 70
Receipts from carriage of express and parcels,		1,124 06
Receipts from rentals of buildings and other property,		579 11
Receipts from advertising in cars,		386 72
Receipts from interest on deposits,		323 59
Other earnings from operation,		132 57
Gross Earnings from Operation,		$260,435 75
Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$6,436 61
General office expenses and supplies,		952 91
Legal expenses,		273 66
Insurance,		3,911 91
Other general expenses: miscellaneous,		2,729 75
Maintenance of roadway and buildings:		
Repair of roadbed and track,		26,179 82
Repair of electric line construction,		4,294 94
Repair of buildings,		857 81
Maintenance of equipment:		
Repair of cars,		18,894 50
Repair of electric equipment of cars,		9,346 94
Repair of miscellaneous equipment,		1,086 76
Provender and stabling,		653 93
Transportation expenses:		
Cost of electric motive power,		52,154 72
Wages and compensation of persons employed in conducting transportation,		47,072 52
Removal of snow and ice,		1,043 28
Damages for injuries to persons and property,		7,509 37
Rentals of buildings and other property,		221 71
Total Operating Expenses,		$183,621 14
Property Accounts.		
Additions to railway:		
Extension of tracks,	$26,177 17	
New electric line construction,	10,570 49	
Other additions to railway:		
Telephone system,	812 27	
Property of Hoosac Valley Street Railway Company,	627,185 28	
Total Additions to Railway,		$664,745 21
Additions to equipment:		
Additional cars,	$12,144 42	
Electric equipment of same,	2,287 32	
Other additions to equipment:		
Shop tools,	3 32	
Property of Hoosac Valley Street Railway Company,	148,548 96	
Total Additions to Equipment,		162,984 02

Additions to land and buildings:		
Additional land necessary for operation of railway,	$206 43	
Property of Hoosac Valley Street Railway Company,	208,835 34	
Additional equipment of power stations,	211 02	
New buildings necessary for operation of railway,	4,498 73	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		$213,751 52
Additions to other permanent property: property of Hoosac Valley Street Railway Company,		23,618 28
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$1,065,099 03

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$1,592,859 38	
Electric line construction, including poles, wiring, feeder lines, etc.,	248,591 23	
Interest accrued during construction of railway,	65,854 91	
Engineering and other expenses incident to construction,	101,109 52	
Other items of railway cost: telephone system,	812 27	
TOTAL COST OF RAILWAY OWNED,		$2,009,227 31
Cost of equipment:		
Cars and other rolling stock,	$241,710 38	
Electric equipment of same,	196,885 48	
Other items of equipment:		
Tools and appliances,	9,282 51	
Miscellaneous,	1,951 41	
TOTAL COST OF EQUIPMENT OWNED,		449,829 78
Cost of land and buildings:		
Land necessary for operation of railway,	$77,247 74	
Electric power stations, including equipment,	489,653 38	
Other buildings necessary for operation of railway,	118,127 51	
TOTAL COST OF LAND AND BUILDINGS OWNED,		685,028 63
Other permanent property:		
Parks,	$51,193 63	
Farm property,	7,500 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		58,693 63
TOTAL PERMANENT INVESTMENTS,		$3,202,779 35
Cash and current assets:		
Cash,	$80,637 95	
Bills and accounts receivable,	35,666 49	
Other cash and current assets: bank deposits account coupons,	13,925 00	
TOTAL CASH AND CURRENT ASSETS,		130,229 44
Miscellaneous assets: materials and supplies,		35,538 50
TOTAL,		$3,368,547 29

Liabilities.		Cr.
Capital stock,		$1,400,000 00
Funded debt,		1,400,000 00
Current liabilities:		
Loans and notes payable,	$391,886 70	
Audited vouchers and accounts,	41,891 40	
Salaries and wages,	192 06	
Matured interest coupons unpaid (including coupons due October 1),	13,925 00	
Total Current Liabilities,		447,895 16
Accrued liabilities:		
Interest accrued and not yet due,	$21,304 77	
Taxes accrued and not yet due,	8,186 65	
Miscellaneous accrued liabilities: accrued insurance premiums,	737 18	
Total Accrued Liabilities,		30,228 60
Sinking and other special funds: accident and casualty fund,		8,260 61
Profit and loss balance (surplus),		82,162 92
Total,		$3,368,547 29

Capital Stock.

Capital stock authorized by law,	$1,400,000 00	
Capital stock authorized by votes of company,	1,400,000 00	
Capital stock issued and outstanding,		$1,400,000 00
Number of shares issued and outstanding,	14,000	
Number of stockholders,	22	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	$1,396,300 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Berkshire Street Railway Company first mortgage bonds.	5	June 1, 1922,	$800,000 00	$40,000 00
Berkshire Street Railway Company debentures.	5	March 1, 1925,	200,000 00	10,000 00
Hoosac Valley Street Railway Company first mortgage bonds.	5	July 1, 1917,	100,000 00	1,250 00
Hoosac Valley Street Railway Company refunding mortgage bonds.	4	Sept. 1, 1924,	300,000 00	3,000 00
Totals,			$1,400,000 00	$54,250 00

Sinking and Other Special Funds.

Additions during the year to accident and casualty fund,	$11,836 46
Deductions during the year from accident and casualty fund,	3,575 85
Total Sinking and Other Special Funds September 30, 1906,	$8,260 61

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	5,161,787
Number carried per mile of main railway track operated,	75,419
Number of car miles run,	1,046,178
Average number of persons employed,	222

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	Equipped with Stoves.	Number of Motors.
Cars — Passenger Service.							
Box passenger cars,	32	3	35	32	32	–	118
Open passenger cars,	27	10	37	33	–	–	96
Total,	59	13	72	65	32	–	214
Cars — Other Service.							
Parlor cars,	1	–	1	1	1	–	4
Work cars,	1	–	–	1	–	–	–
Total,	2	–	1	2	1	–	4
Snow ploughs,	–	7	–	–	–	4	–

Miscellaneous Equipment.

Railway rolling stock: dump cars,	6
Highway vehicles:	
2 wagons, 1 buggy,	3
Tower wagon,	1
Horses,	2

Railway Owned and Operated (by Electric Power).

Length of railway line,	68 441 miles.
Length of sidings, switches, etc.,	2.495 "
Total, computed as single track,	70 936 "

Railway Located Outside of Public Ways.

Length of railway line,	17.911 miles.
Length of second main track,	.185 "
Total length of main track,	18.096 "

Names of the several cities and towns in which the railways operated by the company are located: Williamstown, North Adams, Clarksburg, Adams, Cheshire, Lanesborough, Pittsfield, Lenox, Lee, Stockbridge and Great Barrington.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (6 in number), viz.:		
With Boston & Maine Railroad, Cole Avenue, Williamstown,	2	1
With Boston & Maine Railroad, State Street, North Adams,	2	1
With Boston & Albany Railroad, Columbus Street, Adams,	1	1
With Boston & Albany Railroad, Park Street, Adams,	1	1
With Boston & Albany Railroad, Commercial Street, Adams,	1	1
With Boston & Albany Railroad, Dalton Road, Pittsfield,	1	1
Total Number of Tracks at Crossings,	8	6

Number of above crossings at which *frogs* are inserted in the tracks, . 6

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	6	-	17	-	23
Employees,	-	3	-	1	-	4
Other persons,	-	-	2	2	2	2
Totals,	-	9	2	20	2	29

Corporate Name and Address of the Company.

BERKSHIRE STREET RAILWAY COMPANY,

Pittsfield, Mass.

Names and Business Address of Principal Officers.

Charles S. Mellen, *President*, New Haven, Conn. Timothy E. Byrnes, *Assistant to the President*, New Haven, Conn. Calvert Townley, *Vice-President*, New Haven, Conn. H. M. Kochersperger, *Second Vice-President*, New Haven, Conn. Geo. B. Phippen, *Treasurer and Transfer Agent*, Boston, Mass. John G. Parker, *Clerk of Corporation*, New Haven, Conn. Arthur P. Russell, *Assistant Clerk*, Boston, Mass. T. H. Blaikie, *Auditor*, Pittsfield, Mass. L. Wheeler, *Superintendent*, Pittsfield, Mass.

Names and Residence of Board of Directors.

C. S. Mellen, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. D. Newton Barney, Farmington, Conn. William Skinner, Holyoke, Mass. H. M. Kochersperger, New Haven, Conn. Calvert Townley, New Haven, Conn. James S. Hemingway, New Haven, Conn. Nathaniel Thayer, Boston, Mass. James S. Elton, Waterbury, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CALVERT TOWNLEY,
H M. KOCHERSPERGER,
C S. MELLEN,
JAMES S. HEMINGWAY,
WILLIAM SKINNER,
Directors.
GEO. B. PHIPPEN,
Treasurer.
LEAVENWORTH WHEELER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. NOV. 14, 1906. Then personally appeared the above-named Leavenworth Wheeler, and made oath that the foregoing instrument by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHARLES L. HIBBARD,
Justice of the Peace.

STATE OF CONNECTICUT.

NEW HAVEN, ss. NEW HAVEN, Nov. 16, 1906. Then personally appeared the above-named Calvert Townley, H. M. Kochersperger, C. S. Mellen, James S. Hemingway and William Skinner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR E. CLARK,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 23, 1906. Then personally appeared the above-named George B. Phippen, and made oath that the foregoing instrument by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHARLES E. MANN,
Notary Public.

REPORT

OF THE

BLUE HILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$86,344 03
Operating expenses,		61,599 63
GROSS INCOME ABOVE OPERATING EXPENSES,		$24,744 40
Charges upon income accrued during the year:		
Interest on funded debt,	$12,500 00	
Interest and discount on unfunded debts and loans,	8,411 07	
Taxes, State and local, $1,136 14		
Taxes, commutation, 1,618 31		
	2,754 45	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		23,665 52
Surplus for the year ending September 30, 1906,		$1,078 88
Amount of deficit September 30, 1905,		35,173 17
Debits to profit and loss account during the year: injury claims paid, covering damages dating prior to October 1, 1905,		4,426 00
TOTAL DEFICIT SEPTEMBER 30, 1906,		$38,520 29
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$85,863 75
Receipts from carriage of mails,		199 00
Receipts from advertising in cars,		281 28
GROSS EARNINGS FROM OPERATION,		$86,344 03
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$5,149 88
General office expenses and supplies,		354 71
Legal expenses,		150 00
Insurance,		1,535 20
Other general expenses: advertising and miscellaneous general expenses,		1,828 92

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$884 94
Repair of electric line construction,		1,883 08
Repair of buildings,		511 94
Maintenance of equipment:		
Repair of cars,		2,687 25
Repair of electric equipment of cars,		5,033 68
Transportation expenses:		
Cost of electric motive power, $17,924.99; less power sold, $3,750.66; net,		14,174 33
Wages and compensation of persons employed in conducting transportation,		24,422 42
Removal of snow and ice,		315 95
Damages for injuries to persons and property,		827 55
Tolls for trackage over other railways,		305 11
Rentals of buildings and other property,		313 52
Other transportation expenses: cleaning and oiling tracks,		1,221 15
TOTAL OPERATING EXPENSES,		$61,599 63

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 160 feet),	$2,267 39*	
New electric line construction (length, 160 feet),	1,806 63*	
Other additions to railway:		
Organization,	150 00	
Rights of way,	1,288 33	
TOTAL ADDITIONS TO RAILWAY,		$5,512 35
Additions to equipment:		
Additional cars,	$594 80	
Electric equipment of same,	490 01	
Other additional rolling stock,	42 24	
TOTAL ADDITIONS TO EQUIPMENT,		1,127 05
Additions to land and buildings: new buildings necessary for operation of railway,		149 49
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$6,788 89
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): rails, ties and miscellaneous material not used in construction of track was put in supply account,		3,745 72
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$3,043 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	$279,353 03
Electric line construction, including poles, wiring, feeder lines, etc,	62,135 27

* Includes 1¼ miles additional feeder, $977.69; cost to complete work in progress September 30, 1905, $2,146.41; the cost of the 160-foot extension was $949.92; total, $4,074.02.

Cost of railway — *Concluded.*		
Interest accrued during construction of railway,	$13,750 00	
Other items of railway cost: organization and rights of way,	48,550 25	
TOTAL COST OF RAILWAY OWNED,		$403,788 55
Cost of equipment:		
Cars and other rolling stock,	$74,666 98	
Electric equipment of same,	59,096 97	
Other items of equipment: office furniture and shop tools and machinery,	1,056 36	
TOTAL COST OF EQUIPMENT OWNED,		134,820 31
Cost of land and buildings:		
Land necessary for operation of railway,	$2,000 00	
Electric power stations, including equipment,	88,517 28	
Other buildings necessary for operation of railway,	21,312 05	
TOTAL COST OF LAND AND BUILDINGS OWNED,		111,829 33
TOTAL PERMANENT INVESTMENTS,		$650,438 19
Cash and current assets:		
Cash,	$7,721 85	
Bills and accounts receivable,	2,332 46	
Sinking and other special funds: unexpired insurance,	329 10	
Other cash and current assets: interest paid in advance,	2,079 88	
TOTAL CASH AND CURRENT ASSETS,		12,463 29
Miscellaneous assets: materials and supplies,		13,012 32
Profit and loss balance (deficit),		38,520 29
TOTAL,		$714,434 09

LIABILITIES.	CR.	
Capital stock,		$300,000 00
Funded debt,		250,000 00
Current liabilities:		
Loans and notes payable,	$157,083 35	
Audited vouchers and accounts,	6,290 12	
Salaries and wages,	909 57	
TOTAL CURRENT LIABILITIES,		164,283 04
Accrued liabilities: interest accrued and not yet due,		151 05
TOTAL,		$714,434 09

CAPITAL STOCK.		
Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	59	
Number of stockholders in Massachusetts,	57	
Amount of stock held in Massachusetts,	$293,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Oct. 1, 1923,	$250,000 00	$12,500 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,716,711
Number carried per mile of main railway track operated,	92,835
Number of car miles run,	388,903
Average number of persons employed,	60

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	12	-	12	12	34
Open passenger cars,	16	-	16	-	46
Total,	28	-	28	12	80
Cars — Other Service.					
Platform freight cars,	-	2	-	-	-
Work cars,	-	10	-	-	-
Total,	-	12	-	-	-
Snow ploughs,	3	-	-	-	-

Miscellaneous Equipment.

Highway vehicles: trolley wagon,	1

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	15.365	.090	15.455
Length of second main track,	2.947	.090	3.037
Total Length of Main Track,	18.312	.180	18.492
Length of sidings, switches, etc.,	1.284	-	1.284
Total, computed as Single Track,	19.596	.180	19.776

Railway Located Outside of Public Ways.

Length of railway line,	.989 mile.
Length of second main track,	.340 "
Total length of main track,	1.329 miles.

Names of the several cities and towns in which the railways operated by the company are located: Stoughton, Canton, Milton and Hyde Park.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz: With New York, New Haven & Hartford Railroad on Washington Street, Canton,	2	1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	9	-	10
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	1	-	1
Totals,	-	1	-	11	-	12

Corporate Name and Address of the Company.

BLUE HILL STREET RAILWAY COMPANY,

84 State Street, Boston, Mass.

Names and Business Address of Principal Officers.

Charles H. French, *President*, Canton, Mass. Fred'k S. Pratt, *Vice-President*, 84 State Street, Boston, Mass. A. Stuart Pratt, *Treasurer*, 84 State Street, Boston, Mass. Alvah K. Todd, *Clerk of Corporation*, 84 State Street, Boston, Mass. Gaston, Snow & Saltonstall, *General Counsel*, 70 State Street, Boston, Mass. Stone & Webster, *General Managers*, 84 State Street, Boston, Mass. A. H. Walcott, *Superintendent*, Canton Junction, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. French, Canton, Mass. Charles A. Stone, Plymouth, Mass. Edwin S. Webster, Newton, Mass. Henry G. Bradlee, Brookline, Mass. Frederick S. Pratt, Newton, Mass. Charles F. Wallace, Brookline, Mass. Edmund J. B. Huntoon, Canton, Mass. Arthur Wainwright, Milton, Mass. Allan Forbes, Milton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. FRENCH,
FRED'K S. PRATT,
EDMUND J. B. HUNTOON,
CHARLES F. WALLACE,
HENRY G. BRADLEE,
CHARLES A. STONE,
Directors.

A. STUART PRATT,
Treasurer.

ALBERT H. WALCOTT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 6, 1906. Then personally appeared the above-named Fred'k S. Pratt, Edmund J. B. Huntoon, Charles F. Wallace, Henry G. Bradlee, Charles A. Stone, A. Stuart Pratt and Albert H. Walcott, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENJAMIN JOY,
Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to the Boston Elevated and operated by the Boston & Northern.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	$7,260 00
Dividends declared (6 per cent),	$7,260 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway: roadbed and tracks,	$121,000 00
TOTAL,	$121,000 00

LIABILITIES.	CR.
Capital stock,	$121,000 00
TOTAL,	$121,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	121,000 00	
Capital stock issued and outstanding,		$121,000 00
Number of shares issued and outstanding,	2,420	
Number of stockholders,	100	
Number of stockholders in Massachusetts,	71	
Amount of stock held in Massachusetts,	$95,350 00	

RAILWAY OWNED.

Length of railway line,	4.116 miles.
Length of sidings, switches, etc.,	.038 "
Total, computed as single track,	4.154 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea and (Charlestown District) Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,

SULLIVAN SQUARE TERMINAL (CHARLESTOWN DISTRICT), BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William G. Wheildon, *President*, 27 State Street, Boston, Mass. John H. Studley, *Treasurer and Clerk of Corporation*, Sullivan Square Terminal, Charlestown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William G. Wheildon, Boston, Mass. Charles E. Fuller, Boston, Mass. David H. Coolidge, Boston, Mass. T. Quincy Browne, Concord, Mass. John H. Studley, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM G. WHEILDON,
DAVID H. COOLIDGE,
JOHN H. STUDLEY,
Directors.
JOHN H. STUDLEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1906. Then personally appeared the above-named William G. Wheildon, David H. Coolidge and John H. Studley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT

OF THE

BOSTON ELEVATED RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$13,527,185 81
Operating expenses,			9,306,950 73
NET EARNINGS FROM OPERATION,			$4,220,235 08
Miscellaneous income: interest from special deposits,			107,426 68
GROSS INCOME ABOVE OPERATING EXPENSES,			$4,327,661 76
Charges upon income accrued during the year:			
Interest on funded debt of West End and Boston Elevated companies,		$953,680 00	
Taxes, State and local,	$918,027 57		
Taxes, commutation,	115,986 77		
		1,034,014 34	
Rentals of leased railways:			
West End Street Railway,	$1,190,247 50		
Old Colony Street Railway,	37,783 41		
Somerville Horse Railroad,	9,180 00		
		1,237,210 91	
Other deductions from income:			
Rent of East Boston tunnel,	$49,708 62		
Rent of subway, $217,422.38 (less amount collected of Boston & Northern Street Railway, $16,153.42),	201,268 96		
		250,977 58	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			3,475,882 83
NET DIVISIBLE INCOME,			$851,778 93
Dividends declared (6 per cent),			798,000 00
Surplus for the year ending September 30, 1906,			$53,778 93
Amount of surplus September 30, 1905,			2,673,445 37
Debits to profit and loss account during the year: transferred to account of premium from sale of capital stock and bonds,			2,091,900 00
TOTAL SURPLUS SEPTEMBER 30, 1906,			$635,324 30

Earnings from Operation.		
Receipts from passengers carried,		$13,109,316 03
Receipts from carriage of mails,		27,735 89
Receipts from tolls for use of tracks by other companies,		39,285 61
Receipts from rentals of buildings and other property,		150,896 65
Receipts from advertising in cars and stations,		98,068 77
Receipts from interest on deposits,		92,907 66
Other earnings from operation: miscellaneous,		8,975 20
Gross Earnings from Operation,		$13,527,185 81
Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$208,295 24
General office expenses and supplies,		63,991 43
Legal expenses,		318,265 30
Insurance,		125,115 70
Other general expenses: telephone expenses, $22,411.92; subscriptions and gratuities, $83,659.98; advertising, $32,539.19; West End Street Railway Company organization, $11,000; miscellaneous, $117,450.37.		267,061 46
Maintenance of roadway and buildings:		
Repair of roadbed and track,		895,348 27
Repair of electric line construction,		163,859 13
Repair of buildings,		152,027 81
Maintenance of equipment:		
Repair of cars,		643,505 71
Repair of electric equipment of cars,		531,121 39
Repair of miscellaneous equipment,		18,036 09
Provender and stabling,		26,762 28
Transportation expenses:		
Cost of electric motive power, $1,016,454.15; less power sold, $30,974.19; net,		985,479 96
Wages and compensation of persons employed in conducting transportation,		3,866,781 45
Removal of snow and ice,		51,433 09
Damages for injuries to persons and property,		603,576 67
Tolls for trackage over other railways,		11,854 31
Rentals of buildings and other property,		53,483 75
Other transportation expenses: car service supplies, $45,822.56; cleaning track, $20,687.98; miscellaneous car service expenses, $181,782.50; station and signal system expense, $72,658.65,		320,951 69
Total Operating Expenses,		$9,306,950 73
Property Accounts.		
Additions to railway:		
Extension of tracks (including foundations, structure, etc.),	$1,554,570 72	
New electric line construction,	10,438 47	
Other additions to railway: engineering and other expenses incident to construction,	46,193 62	
Total Additions to Railway,		$1,611,202 81

Additions to equipment: machinery, tools, etc.,		$7,491 22
Additions to land and buildings:		
Additional land necessary for operation of railway,	$450,079 75	
Additional construction and equipment of power stations,	648 99	
Other new buildings necessary for operation of railway,	6,907 04	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		457,635 78
Additions to other permanent property: subway and tunnel construction and equipment,		16,358 65
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$2,092,688 46
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Cars,	$19,570 31	
Electric equipment of same,	129,715 68	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		149,285 99
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$1,943,402 47

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$9,633,873 23	
Electric line construction, including poles, wiring, feeder lines, etc.,	206,975 34	
Engineering and other expenses incident to construction,	802,348 52	
TOTAL COST OF RAILWAY OWNED,		$10,643,197 09
Cost of equipment:		
Cars and other rolling stock,	$854,640 09	
Electric equipment of same,	845,438 91	
Other items of equipment: machinery, tools, etc.,	109,282 31	
TOTAL COST OF EQUIPMENT OWNED,		1,809,361 31
Cost of land and buildings:		
Land necessary for operation of railway,	$2,867,559 13	
Electric power stations, including equipment,	1,577,606 33	
Other buildings necessary for operation of railway,	1,492,438 07	
TOTAL COST OF LAND AND BUILDINGS OWNED,		5,937,603 53
Other permanent property: subway and tunnel construction and equipment,		405,424 56
TOTAL PERMANENT INVESTMENTS,		$18,795,586 49
Cash and current assets:		
Cash,	$4,759,087 73	
Bills and accounts receivable,	1,351,915 67	
Sinking and other special funds,	481,566 19	
Other cash and current assets:		
Stocks and bonds,	208,010 72	
Bonds deposited with State Treasurer,	500,000 00	
TOTAL CASH AND CURRENT ASSETS,		7,300,580 31

Miscellaneous assets:		
Materials and supplies,	$913,145 75	
Other assets and property:		
Somerville Horse Railroad Company,	102,851 11	
Old Colony Street Railway Company property account,	109,840 45	
West End Street Railway Company property account, $1,079,066.10; open account, $786,152.75,	1,865,218 85	
TOTAL MISCELLANEOUS ASSETS,		$2,991,056 16
TOTAL,		$29,087,222 96

LIABILITIES.		CR.
Capital stock,		$13,300,000 00
Funded debt,		7,500,000 00
Current liabilities:		
Audited vouchers and accounts,	$438,805 34	
Salaries and wages,	160,917 27	
Dividends not called for,	7,029 00	
Matured interest coupons unpaid (including coupons due October 1),	57,017 50	
Rentals due and unpaid (including rentals due October 1),	339,123 75	
Miscellaneous current liabilities: outstanding tickets and checks,	32,507 42	
TOTAL CURRENT LIABILITIES,		1,035,400 28
Accrued liabilities:		
Interest accrued and not yet due,	$236,679 98	
Taxes accrued and not yet due,	1,023,775 55	
Rentals accrued and not yet due,	148,510 12	
Miscellaneous accrued liabilities: West End Street Railway Company lease account,	1,207,201 98	
TOTAL ACCRUED LIABILITIES,		2,616,167 63
Sinking and other special funds:		
Damage fund,	$752,399 90	
Insurance fund,	556,030 85	
Depreciation fund,	600,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		1,908,430 75
Premium from sale of capital stock and bonds,		2,091,900 00
Profit and loss balance (surplus),		635,324 30
TOTAL,		$29,087,222 96

CAPITAL STOCK.		
Capital stock authorized by law,	$20,000,000 00	
Capital stock authorized by votes of company,	15,000,000 00	
Capital stock issued and outstanding,		$13,300,000 00
Number of shares issued and outstanding,	133,000	
Number of stockholders,	3,221	
Number of stockholders in Massachusetts,	2,788	
Amount of stock held in Massachusetts,	$11,259,800 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Debenture bonds, ...	Per Cent. 4	May 1, 1935,	$7,500,000 00	$300,000 00

Sinking and Other Special Funds.

Amount September 30, 1905, of damage fund, . . .		$628,800 76
Amount September 30, 1905, of insurance fund, . . .		480,000 00
Amount September 30, 1905, of depreciation fund, . . .		600,000 00
Total, September 30, 1905, ...		$1,708,800 76
Additions during the year to damage fund, .	$123,599 14	
Additions during the year to insurance fund, .	76,030 85	
		199,629 99
Total Sinking and Other Special Funds September 30, 1906, ...		$1,908,430 75

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	262,267,240
Number carried per mile of main railway track operated, .	650,144
Number of car miles run, ...	50,056,608
Average number of persons employed, ...	7,727

Description of Equipment Owned and Leased.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,*	1,795	20	1,815	1,621	1,795	-
Open passenger cars, ...	1,518	5	1,523	1,518	-	-
Total, ...	3,313	25	3,338	3,139	1,795	4,695
Cars — Other Service.						
Mail cars, ...	12	-	12	12	12	20
Work cars, ...	51	17	68	60	-	81
Other cars, ...	-	12	12	-	-	-
Total, ...	63	29	92	72	12	101
Snow ploughs, ...	231	75	-	-	-	2

* Including 174 cars for elevated lines.

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses,	8
Carts, snow sleds and wagons,	857
Other railway rolling stock:	
Levellers, 62; road machines, 18; scrapers, 4,	84
Sweepers, 10; miscellaneous working vehicles, 4,	14
Other highway vehicles:	
Buggies, etc., 80; caravans and jiggers, 46,	126
Ambulance, 1; automobiles, 2; sleighs and pungs, 76,	79
Horses,	286
Other items of equipment: machinery, tools, etc.	

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, Leased, etc.	Total Operated.
ELEVATED.	Miles.	Miles.	Miles.	Miles.	Miles.
Length of railway line,	6.644	–	–	6.644	6.644
Length of second main track,	6.468	–	–	6.468	6.468
TOTAL LENGTH OF MAIN TRACK,	13.112	–	–	13.112	13.112
Length of sidings, switches, etc.,	2.903	–	–	2.903	2.903
TOTAL, COMPUTED AS SINGLE TRACK,	16.015	–	–	16.015	16.015
SURFACE.					
Length of railway line,	2.796	209.119	2.237	214.152	211.928
Length of second main track,	2.425	176.153	1.046	179.624	178.359
TOTAL LENGTH OF MAIN TRACK,	5.221	385.272	3.283	393.776	390.287
Length of sidings, switches, etc.,	4.892	42.780	–	47.672	45.236
TOTAL, COMPUTED AS SINGLE TRACK,	10.113	428.052	3.283	441.448	435.523

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line for elevated cars,	.461	.461
Length of railway line for surface cars,	2.274	3.407
Length of second main track for elevated cars,	.489	.489
Length of second main track for surface cars,	2.240	3.373
TOTAL LENGTH OF MAIN TRACK,	5.464	7.730

Names of the several cities and towns in which the railways operated by the company are located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railway with railroads at grade (57 in number), viz.:		
With Boston & Albany Railroad:		
At Main Street, Cambridge,*	2	2
At Broadway, Cambridge,*	4	2
At Cambridge Street, Cambridge,*	2	2
At Massachusetts Avenue, Cambridge,*	3	2
At North Beacon Street, Brighton,*	1	1
At Sumner Street, East Boston,*	2	1
With Boston & Maine Railroad:		
At Main Street, Charlestown, Southern Division,*	2	2
At Main Street, Malden, Eastern Division,	2	2
At Pleasant Street, Malden, Western Division,	2	2
At Holland Street, Somerville, Southern Division,	2	2
At Massachusetts Avenue, Cambridge, Southern Division,	2	2
At Massachusetts Avenue, Arlington, Southern Division,	2	2
At Beverly Street, Boston & Maine Yard,*†	1	2
At Newton Street, Somerville, Fitchburg Division,	2	1
At Webster Avenue, Somerville, Fitchburg Division,	2	1
At Warren Avenue, Charlestown, Fitchburg Division,*	2	2
At Somerville Avenue, Somerville, Fitchburg Division,*‡	5	1
At Somerville Avenue, Somerville, Fitchburg Division,	2	1
At Somerville Avenue, Somerville, (Grand Junction),*	1	1
At Mt. Auburn Street, Watertown, Fitchburg Division,	2	1
At Arsenal Street, Watertown to Watertown Arsenal,*	2	2
National Dock & Storage Company, Sumner Street, East Boston,*	1	1
With New York, New Haven & Hartford Railroad:		
At Dudley Street, Midland Division,	2	2
At Neponset Avenue, Milton Branch,	1	2
Dorchester Avenue, at Shawmut Branch,	2	2
With Union Freight Railroad:		
Atlantic Avenue, at Summer Street,*	1	6
Atlantic Avenue, at High Street,*	1	2
Atlantic Avenue, at Broad Street,*	1	2
Atlantic Avenue, at Commercial Street,*	2	1
Atlantic Avenue, at Lewis Wharf,*	2	1
Atlantic Avenue, at Fleet Street,*	2	1
Atlantic Avenue, at Kneeland Street,*	1	2
Atlantic Avenue, at Beach Street,*	1	4
Atlantic Avenue, at Clinton Market,*	2	1
Atlantic Avenue, at Union Freight Railroad Yard,*	3	1
Commercial Street, at Eastern Avenue,*	1	1
Commercial Street, at Sargent's Wharf,*	1	1
Commercial Street, at Union Wharf,*	1	1
Commercial Street, at Slate Wharf,*	1	1
Commercial Street, at Battery Wharf,*	2	5
Commercial Street, at Constitution Wharf,*	1	1
Commercial Street, at Harris Wharf,*	1	1
Commercial Street, at Hanover Street,*	2	2
Commercial Street, at gas house,*	1	1
Commercial Street, at Battery Street,*	1	1
Causeway Street, at Charlestown Bridge,*	1	5
Causeway Street, at Boston & Maine Railroad Yard,*	1	2
Causeway Street, at Canal Street,*	1	4
Causeway Street, west of Charlestown Bridge,*	1	1
Causeway Street, at Medford Street,*	1	1
Causeway Street, at Haverhill Street,*	1	1
Causeway Street, at Portland Street,*	1	4
Causeway Street, at Merrimac Street,*	1	2
Causeway Street, at Staniford Street,*	1	1
Lowell Street, at Causeway Street,*	1	1
Lowell Street, at Brighton Street,*	1	1
Causeway Street, at subway entrance,*	1	4
Total Number of Tracks at Crossings,	91	104

* Used for freight only.

† Private track branching from Fitchburg Division of Boston & Maine R.R.

‡ One of these is a private track branching from Fitchburg Division of Boston & Maine R.R.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	534	3	2,149	3	2,683
Employees, ...	-	19	7	70	7	89
Other persons, ...	-	9	17	935	17	944
TOTALS, ...	-	562	27	3,154	27	3,716

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON ELEVATED RAILWAY COMPANY,

101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Bancroft, *President*, 101 Milk Street, Boston, Mass. Charles S. Sergeant, *Vice-President*, 101 Milk Street, Boston, Mass. William Hooper, *Treasurer*, 101 Milk Street, Boston, Mass. John T. Burnett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass. J. Otis Wardwell, *General Counsel*, 84 State Street, Boston, Mass. Henry L. Wilson, *Auditor*, 101 Milk Street, Boston Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. William A. Bancroft, Cambridge, Mass. John J. Bright, Cambridge, Mass. Samuel Carr, Boston, Mass. T. Jefferson Coolidge, Jr., Manchester, Mass. James Phillips, Jr., Boston, Mass. James M. Prendergast, Boston, Mass. Frank E. Peabody, Boston, Mass. Nehemiah W. Rice, Boston, Mass. Quincy A. Shaw, Jr., Boston, Mass. William S. Spaulding, Beverly, Mass. Walter S. Swan, Cambridge, Mass. Robert Winsor, Weston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. A. BANCROFT,
ROBERT WINSOR,
JOHN J. BRIGHT,
N. W. RICE,
FREDERICK AYER,
SAMUEL CARR,
WALTER S. SWAN,
T. JEFFERSON COOLIDGE, JR.,
QUINCY A. SHAW, JR.,
WILLIAM S. SPAULDING,
JAMES M. PRENDERGAST,
FRANK E. PEABODY,
Directors.

WILLIAM HOOPER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 29, 1906. Then personally appeared the above-named Wm. A. Bancroft, Robert Winsor, John J. Bright, N. W. Rice, Frederick Ayer, Samuel Carr, Walter S. Swan, Quincy A. Shaw, Jr., William S. Spaulding, James M. Prendergast, Frank E. Peabody, T. Jefferson Coolidge, Jr., and William Hooper, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, DANIEL L. PRENDERGAST,
Notary Public.

REPORT

OF THE

BOSTON & NORTHERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR

Gross earnings from operation,			$4,412,035 56
Operating expenses,			2,802,001 42
NET EARNINGS FROM OPERATION,			$1,610,034 14
Miscellaneous income: park receipts,			14,072 16
GROSS INCOME ABOVE OPERATING EXPENSES,			$1,624,106 30
Charges upon income accrued during the year:			
Interest on funded debt,		$487,325 12	
Interest and discount on unfunded debts and loans,		75,711 04	
Taxes, State and local,	$147,172 38		
Taxes, commutation,	98,594 49		
		245,766 87	
Rentals of leased railways:			
East Middlesex,	$40,600 00		
Winnisimmet,	3,400 00		
Boston & Chelsea,	7,560 00		
Boston & Revere Electric,	3,516 68		
Nashua,	24,500 00		
Boston Elevated,	30,584 16		
		110,160 84	
Other deductions from income: park expenses,		25,741 08	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			944,704 95
NET DIVISIBLE INCOME,			$679,401 35
Dividends declared (5 per cent),			537,160 00
Surplus for the year ending September 30, 1906,			$142,241 35
Amount of surplus September 30, 1905,			66,606 83
Credits to profit and loss account during the year:			
Surplus of Lowell & Woburn Street Railway Co.,		$4,825 28	
Adjustment of accounts,		34 20	
TOTAL CREDITS,		$4,859 48	
Debits to profit and loss account during the year:			
Deficit of Georgetown, Rowley & Ipswich Street Railway Co.,	$7,685 90		
Discount on bonds,	10,096 30		

Debits to profit and loss account, etc. — *Concluded.*			
Reconstruction,	$65,106 70		
Accident claims prior to insurance,	2,198 09		
TOTAL DEBITS,		$85,086 99	
NET AMOUNT DEBITED TO PROFIT AND LOSS,			$80,227 51
TOTAL SURPLUS SEPTEMBER 30, 1906,			$128,620 67

EARNINGS FROM OPERATION.

Receipts from passengers carried,	$4,374,784 93
Receipts from carriage of mails,	1,344 31
Receipts from tolls for use of tracks by other companies,	11,393 38
Receipts from rentals of buildings and other property,	7,493 58
Receipts from advertising in cars,	12,518 75
Receipts from interest on deposits,	3,841 80
Other earnings from operation: miscellaneous,	658 81
GROSS EARNINGS FROM OPERATION,	$4,412,035.56

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	$82,060 88
General office expenses and supplies,	20,538 02
Legal expenses,	20,437 70
Insurance,	30,298 21
Other general expenses:	
Storeroom expenses,	11,553 02
Advertising, $16,277.31, miscellaneous general expenses, $38,198.40,	54,475 71
Maintenance of roadway and buildings:	
Repair of roadbed and track,	178,900 14
Repair of electric line construction,	70,410 38
Repair of buildings,	17,142 31
Maintenance of equipment:	
Repair of cars,	169,074 58
Repair of electric equiment of cars,	127,776 86
Repair of miscellaneous equipment,	10,339 62
Provender and stabling,	8,761 88
Transportation expenses:	
Cost of electric motive power, $473,738.01; less power sold, $36,036.18; net,	437,701 83
Wages and compensation of persons employed in conducting transportation,	1,069,455 04
Removal of snow and ice,	47,250 00
Damages for injuries to persons and property,	262,487 09
Tolls for trackage over other railways,	40,176 11
Rentals of buildings and other property,	21,223 71
Other transportation expenses:	
Miscellaneous car service supplies,	14,688 43
Micellaneous car service expenses, $81,304.36 cleaning, oiling and sanding track $25,945.54,	107,249 90
TOTAL OPERATING EXPENSES,	$2,802,001 42

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	$216,132 12	
Betterment in reconstruction transferred to track,	54,546 00	
New electric line construction,	55,556 17	
Reconstruction,	227,428 44	
Other additions to railway:		
Engineering and other expenses,	18,838 75	
Property of Georgetown, Rowley & Ipswich Street Railway,	364,385 37	
Property of Lowell & Woburn Street Railway,	103,162 84	
TOTAL ADDITIONS TO RAILWAY,		$1,040,049 69
Additions to equipment:		
Additional cars,	$51,809 96	
Electric equipment of same,	53,582 94	
Other additions to equipment:		
Sundry equipment,	13,480 75	
Property of Georgetown, Rowley & Ipswich Street Railway,	86,854 62	
Property of Lowell & Woburn Street Railway,	28,707 91	
TOTAL ADDITIONS TO EQUIPMENT,		234,436 18
Additions to land and buildings:		
Additional land necessary for operation of railway,	$6,496 24	
Additional equipment of power stations,	45,866 95	
New buildings necessary for operation of railway,	22,202 75	
Property of Georgetown, Rowley & Ipswich Street Railway,	89,686 27	
Property of Lowell & Woburn Street Railway,	10,892 60	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		175,144 81
Additions to other permanent property: park property,		3,638 04
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$1,453,268 72
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Roadbed and track,	$886 95	
Electric line,	426 00	
Engineering,	6,639 77	
Betterment in reconstruction allowed upon approval by Railroad Commissioners, transferred to track,	54,546 00	
Cars and other rolling stock,	7,266 08	
Electric equipment,	1,967 86	
Sundry equipment,	178 00	
Land and buildings,	9,425 00	
Power station and machinery,	40 00	
Reconstruction,	65,436 60	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		146,812 26
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$1,306,456 46

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$10,634,567 29	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,766,858 26	
Interest accrued during construction of railway,	207,019 94	
Engineering and other expenses incident to construction,	546,303 33	
Other items of railway cost: reconstruction,	256,233 86	
TOTAL COST OF RAILWAY OWNED,		$13,410,982 68
Cost of equipment:		
Cars and other rolling stock,	$2,381,589 49	
Electric equipment of same,	2,379,761 03	
Other items of equipment:		
Horses,	7,381 26	
Sundry equipment,	285,033 13	
TOTAL COST OF EQUIPMENT OWNED,		5,053,764 91
Cost of land and buildings:		
Land and buildings necessary for operation of railway,	$1,215,876 72	
Electric power stations, including equipment,	2,931,472 38	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,147,349 10
Other permanent property:		
Park property,	$107,860 63	
Tenements,	2,162 00	
Discontinued car houses and stables,	77,188 93	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		187,211 56
TOTAL PERMANENT INVESTMENTS,		$22,799,308 25
Cash and current assets:		
Cash,	$465,461 25	
Bills and accounts receivable,	114,778 88	
Sinking and other special funds,	16,061 05	
Other cash and current assets:		
Boston & Revere Electric Street Railway bonds,	31,000 00	
Coupon deposits,	41,750 00	
Prepaid taxes, insurance and rentals,	96,433 27	
TOTAL CASH AND CURRENT ASSETS,		765,484 45
Miscellaneous assets:		
Materials and supplies,	$424,509 49	
Other assets and property:		
Nashua Street Railway property account,	23,675 93	
Nashua Street Railway lease account,	10,570 26	
Discount on bonds,	141,540 50	
TOTAL MISCELLANEOUS ASSETS,		600,296 18
TOTAL,		$24,165,088 88

Liabilities.		Cr.
Capital stock,		$10,743,200 00
Funded debt,		10,131,000 00
Coupon notes,		427,500 00
Current liabilities:		
Loans and notes payable,	$1,393,500 00	
Audited vouchers and accounts,	199,255 39	
Salaries and wages,	42,212 89	
Dividends not called for,	537,160 00	
Matured interest coupons unpaid (including coupons due October 1),	41,750 00	
Miscellaneous current liabilities:		
Tickets outstanding,	16,693 52	
Bonds called for redemption not redeemed,	14,000 00	
Employees' deposits,	9,254 10	
Total Current Liabilities,		2,253,825 90
Accrued liabilities:		
Interest accrued and not yet due,	$145,988 65	
Taxes accrued and not yet due,	240,100 04	
Rentals accrued and not yet due,	20,366 68	
Miscellaneous accrued liabilities,	139 73	
Total Accrued Liabilities,		406,595 10
Sinking and other special funds:		
Accident fund,	$44.259 29	
Winter expense fund,	30,087 92	
Total Sinking and Other Special Funds,		74,347 21
Profit and loss balance (surplus),		128,620 67
Total,		$24,165,088 88

Capital Stock.		
Capital stock authorized by law,	$10,743,200 00	
Capital stock authorized by votes of company,	10,743,200 00	
Capital stock issued and outstanding,		$10,743,200 00
Number of shares issued and outstanding,	107,432	
Number of stockholders,	23	
Number of stockholders in Massachusetts,	22	
Amount of stock held in Massachusetts,	$10,269,500 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding	Interest Paid during the Year.
	Per Cent.			
Lynn & Boston Railroad first mortgage gold bonds,	5	Dec. 1, 1924,	$5,016,000 00	$186,150 00
Lynn & Boston Railroad debenture bonds,	5	April 1, 1907,	100,000 00	5,000 00
Lynn & Boston Railroad debenture bonds,	5	March 1, 1912,	186,000 00	9,300 00
Lynn & Boston Railroad coupon notes,	6	April 1, 1917,	405,000 00	24,300 00
Rockport Street Railway coupon notes,	6	Oct. 15, 1916,	12,500 00	750 00
Gloucester & Rockport Street Railroad coupon notes,	6	Feb. 1, 1915,	10,000 00	600 00
Amounts carried forward,			$5,729,500 00	$226,100 00

FUNDED DEBT — Concluded.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Amounts brought forward,	Per Cent.		$5,729,500 00	$226,100 00
Lynn Belt Line Street Railway first mortgage bonds,	5	May 1, 1910,	100,000 00	5,000 00
Essex Electric Street Railway first mortgage bonds,	6	Jan. 1, 1911,	100,000 00	6,000 00
Naumkeag Street Railway first consolidated mortgage bonds,	5	July 1, 1910,	711,000 00	35,550 00
Naumkeag Street Railway debenture bonds,	5	April 1, 1907,	49,000 00	2,450 00
Naumkeag Street Railway debenture bonds,	6	Sept. 1, 1910,	24,000 00	1,440 00
Naumkeag Street Railway debenture bonds,	6	July 1, 1911,	10,000 00	600 00
Gloucester Street Railway first mortgage gold bonds,	5	April 1, 1907,	60,000 00	3,000 00
Gloucester, Essex & Beverly Street Railway first mortgage gold bonds,	5	Dec. 1, 1916,	125,000 00	6,250 00
Mystic Valley Street Railway first mortgage bonds,	5	Jan. 1, 1919,	60,000 00	3,000 00
Naumkeag Street Railway first mortgage bonds,	5	June 1, 1906,	-	7,166 67
Wakefield & Stoneham Street Railway first mortgage gold bonds,	5	March 1, 1915,	150,000 00	7,500 00
Merrimack Valley Street Railway first mortgage bonds,	5	April 1, 1911,	342,000 00	17,100 00
People's Street Railway first mortgage bonds,	5	Jan. 1, 1928,	64,000 00	3,200 00
Lowell, Lawrence & Haverhill Street Railway first mortgage bonds,	5	June 1, 1923,	936,000 00	47,366 67
Lowell & Suburban Street Railway first mortgage gold bonds,	5	Dec. 1, 1911,	1,000,000 00	50,000 00
Boston & Northern Street Railway refunding bonds,	4	July 1, 1954,	2,176,000 00	65,601 78
Georgetown, Rowley & Ipswich Street Railway first mortgage bonds,	5	June 1, 1920,	180,000 00	-
Haverhill, Georgetown & Danvers Street Railway first mortgage bonds,	5	March 1, 1919,	35,000 00	-
			$11,851,500 00	-
Less Lynn & Boston Railroad first mortgage bonds held in trust to redeem other issues,			1,293,000 00	-
TOTALS,			$10,558,500 00	$487,325 12

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to accident fund,	$322,460 90
Additions during the year to winter expense fund,	30,087 92
TOTAL, INCLUDING ADDITIONS,	$352,548 82
Deductions during the year from accident fund,	278,201 61
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1906,	$74,347 21

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	88,849,762
Number carried per mile of main railway track operated,	173,056
Number of car miles run,	16,467,651
Average number of persons employed,	2,582

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,	479	2	481	479	479	-
Open passenger cars,	614	17	631	614	-	-
Total,	1,093	19	1,112	1,093	479	2,374
Cars — Other Service.						
Box freight cars,	1	-	-	-	-	-
Platform freight cars,	7	11	-	-	-	-
Work cars,	5	-	-	-	-	-
Other cars,	32	-	-	-	-	-
Total,	45	11	-	-	-	82
Snow ploughs,	123	23	-	-	-	51

Miscellaneous Equipment.

Carts and snow sleds,	46
Other highway vehicles: 28 snow levellers, 11 tower wagons, 3 road machines, 1 sweeper, 4 scrapers, 1 ice scraper, 10 wagons, 9 buggies, 5 emergency wagons, 2 walkaways, 1 automobile, 25 express wagons, 39 sleighs and pungs, 1 oil wagon, 1 water cart, 3 caravans,	144
Horses,	39
Other items of equipment: harnesses,	78

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, Leased, etc.	Total Operated.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of railway line,	388.940	35.253	5.572	429.765	429.765
Length of second main track,	71.851	8.360	3.441	83.652	83.652
Total Length of Main Track,	460.791	43.613	9.013	513.417	513.417
Length of sidings, switches, etc.,	18.614	1.679	.061	20.354	20.354
Total Computed as Single Track,	479.405	45.292	9.074	533.771	533.771

Railway Located Outside of Massachusetts.

Length of railway line,	14.169 miles.
Length of second main track,	.730 "
Total length of main track,	14.899 "
Length of sidings, switches, etc.,	.621 "
Total, computed as single track,	15.520 "

Railway Located Outside of Public Ways.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	11.942	13.996
Length of second main track,	2.574	2.619
Length of sidings,	.812	1.495
Total, Computed as Single Track,	15.328	18.110

Names of the several cities and towns in which the railways operated by the company are located: Andover, Arlington, Beverly, Billerica, Boston, Burlington, Chelmsford, Chelsea, Danvers, Dracut, Essex, Everett, Georgetown, Gloucester, Groveland, Hamilton, Haverhill, Ipswich, Lawrence, Lowell, Lynn, Lynnfield, Malden, Marblehead, Medford, Melrose, Methuen, Middleton, Newburyport, Newbury, North Andover, North Reading, Peabody, Reading, Revere, Rockport, Rowley, Salem, Saugus, Stoneham, Swampscott, Tewksbury, Tyngsborough, Wakefield, Wenham, West Newbury, Wilmington, Winchester and Woburn, Mass.; Nashua and Hudson, N. H.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (84 in number), viz.:		
With Union Freight Railroad, Boston, Causeway Street,	1	4
With Fitchburg Division, Boston & Maine Railroad, Boston, Warren Avenue,	2	2
With Boston & Maine Railroad and Boston & Albany Railroad, Chelsea, Everett Avenue,	4	2
With Cape Ann Granite Company, Rockport, Granite Street,*	1	1
With Rockport Granite Company, Gloucester, Washington Street,*	2	1
With Rockport Granite Company, Rockport, Granite Street,*	1	1
With Lanesville Granite Company, Gloucester, Langsford Street,*	1	1
With New York, New Haven & Hartford Railroad, Chelmsford Centre, Lowell Road,	1	1
With Revere Beach & Lynn Railroad, Revere, Winthrop Avenue,	2	1
With Boston & Maine Railroad, as follows:		
Beverly, Cabot Street,	2	1
Beverly, Cabot Street,	2	1
Beverly, Cabot Street,*	1	2
Beverly, Elliot Street,	2	1
Beverly, Elliot Street,	2	1
Beverly, Elliot Street,*	1	1
Beverly, Enon Street,*	3	1

* Indicates crossing used for freight only.

GRADE CROSSINGS WITH RAILROADS — Concluded.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroads.	Railways.
Crossings of railways with railroads at grade — *Concluded.*		
With Boston & Maine Railroad — *Concluded.*		
Beverly, Essex Street,	2	1
Billerica, Main Street,	2	1
Chelmsford, Tyngsborough Line,	1	2
Chelmsford, Tyngsborough Line,*	1	2
Danvers, Elm Street;	2	1
Danvers, Holten Street,	1	1
Danvers, Maple Street,	1	1
Danvers, Water Street,*	2	1
Gloucester, Washington Street,	1	1
Georgetown, Main Street,	2	1
Georgetown, Main Street,	3	1
Hamilton, Willow Street,	1	1
Hamilton, Essex Street,	1	1
Lawrence, Andover Street,	5	1
Lawrence, Merrimac Street,*	1	1
Lawrence, South Broadway,	5	1
Lawrence, South Broadway,	2	1
Lawrence, Union Street (2 places),*	2	1
Lawrence, Water Street,	6	1
Lowell, Bridge Street,*	2	2
Lowell, Broadway,*	1	1
Lowell, Central Street,*	1	2
Lowell, Dutton and Merrimac streets,*	1	3
Lowell, Dutton and Fletcher streets,	2	2
Lowell, Gorham Street	1	2
Lowell, East Merrimac Street,*	1	2
Lowell, Middlesex Street,	3	1
Lowell, Lawrence Street,	1	1
Lowell, Lawrence Street,	1	1
Lynn, Blossom Street,	2	1
Lynn, Boston Street,	2	1
Lynn, Central Square,	2	4
Lynn, Chatham Street,	2	1
Lynn, Commercial Street,	3	1
Lynn, Market Street,	2	2
Lynn, Summer Street,	2	1
Lynn, Summer Street,	2	1
Lynn, Western Avenue,	3	2
Malden, Beach Street,	2	1
Malden, Ferry Street,	2	2
Marblehead, Pleasant Street,	1	1
Melrose, Franklin Street,	2	1
Newbury, Turnpike,	2	1
North Andover, Main Street,	2	1
North Andover, Sutton Street,	2	1
North Reading, Main Street,	1	1
Peabody, Central Street (2 places),	3	2
Peabody, Lowell Street,	1	1
Reading, High Street,	2	1
Revere, Salem Street,	2	1
Salem, Derby Street,	6	1
Salem, Fort Avenue,	3	1
Salem, Lafayette Street,	1	1
Salem, Loring Avenue,	1	1
Salem, North Street,	3	2
Saugus, Central Street,	2	1
Stoneham, Main Street,	2	1
Stoneham, Montvale Avenue,	1	1
Swampscott, Humphrey Street,	1	1
Wakefield, Albion Street,	2	1
Wakefield, Main Street,	2	1
Wakefield, Railroad Street,*	1	1
Wakefield, Railroad Street,*	3	1
Wakefield, Water Street,	2	1
Wilmington, Main Street,	3	1
Winchester, Pleasant Street,	2	1
Woburn, Main Street,	2	1
Woburn, Main Street,	2	1
Total,	164	107

* Indicates crossing used for freight only.

General Remarks and Explanations.

Consolidated with Georgetown, Rowley & Ipswich and Lowell & Woburn street railway companies September 28, 1906.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	250	2	713	2	963
Employees,	-	3	-	68	-	71
Other persons,	-	2	3	80	3	82
Totals,	-	255	5	861	5	1,116

Corporate Name and Address of the Company.

BOSTON & NORTHERN STREET RAILWAY COMPANY,

84 State Street, Boston, Mass.

Names and Business Address of Principal Officers.

Patrick F. Sullivan, *President*, Boston, Mass. Robert S. Goff, *Vice-President and General Manager*, Boston, Mass. Philip M. Reynolds, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. Warren & Garfield, *General Counsel*, Boston, Mass. D. Dana Bartlett, *General Auditor*, Boston, Mass. Frank C. Wilkinson, *Superintendent*, Division 1, Lynn, Mass. Thomas Lees, *Superintendent*, Division 2, Lowell, Mass.

Names and Residence of Board of Directors.

Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. Joseph H. Goodspeed, Boston, Mass. James A. Parker, Brookline, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. John H. Cunningham, Chelsea, Mass. Alexander B. Bruce, Lawrence, Mass. Percy Parker, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
ROBERT S. GOFF,
J. H. GOODSPEED,
JAMES A. PARKER,
J. S. BARTLETT,
J. H. CUNNINGHAM,
ALEX. B. BRUCE,
Directors.
PHILIP M. REYNOLDS,
Treasurer.
ROBERT S. GOFF,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1906. Then personally appeared the above-named P. F. Sullivan, Robert S. Goff, J. H. Goodspeed, James A. Parker, J. S. Bartlett, J. H. Cunningham, Alex. B. Bruce and Philip M. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Boston & Northern.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	$2,500 00
Dividends declared (5 per cent),	$2,500 00
Amount of deficit September 30, 1905,	$11,363 18
TOTAL DEFICIT SEPTEMBER 30, 1906,	$11,363 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.	
ASSETS.	DR.
Cost of railway,	$73,815 23
Cost of equipment,	9,919 79
Cost of land and buildings,	4,701 80
TOTAL PERMANENT INVESTMENTS,	$88,436 82
Cash and current assets: deposit with trustee, amount received from sale of land,	200 00
Profit and loss balance (deficit),	11,363 18
TOTAL,	$100,000 00
LIABILITIES.	CR.
Capital stock,	$50,000 00
Funded debt,	19,000 00
Current liabilities: Boston & Northern Street Railway Company, lease account (bonds retired),	31,000 00
TOTAL,	$100,000 00

PROPERTY ACCOUNTS.	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of land,	$200 00

Capital Stock.		
Capital stock authorized by law,	$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	13	
Amount of stock held in Massachusetts,	$35,200 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1910,	$19,000 00	-*

Railway Owned.

Length of railway line,	1.856 miles.
Length of second main track,	1.856 "
Total length of main track,	3.712 "
Length of sidings, switches, etc.,	.100 "
Total computed as single track,	3.812 "

Railway Owned and Located Outside of Public Ways.

Length of railway line,	.684 miles.
Length of second main track,	.683 "
Total length of main track,	1.367 "

Names of the several cities and towns in which the railway owned by the company is located: Boston and Revere.

Corporate Name and Address of the Company.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,

84 State Street, Boston, Mass.

Names and Business Address of Principal Officers.

Patrick F. Sullivan, *President*, Boston, Mass. Robert S. Goff, *Vice-President*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass.

* Paid by lessee.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. Joseph H. Goodspeed, Boston, Mass. Bentley W. Warren, Williamstown, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
ROBERT S. GOFF,
J. H. GOODSPEED,
CHARLES WILLIAMS,
Directors.
J. H. GOODSPEED,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 6, 1906. Then personally appeared the above-named P. F. Sullivan, Robert S. Goff, J. H. Goodspeed, and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

BOSTON & WORCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$507,261 75
Operating expenses,		262,188 34
GROSS INCOME ABOVE OPERATING EXPENSES,		$245,073 41
Charges upon income accrued during the year:		
Interest on funded debt,	$77,800 00	
Interest and discount on unfunded debts and loans,	17,232 39	
Taxes, State and local, $27,600 00		
Taxes, commutation, 10,043 38		
	37,643 38	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		132,675 77
NET DIVISIBLE INCOME,		$112,397 64
Dividends declared (6 per cent),		103,500 00
Surplus for the year ending September 30, 1906,		$8,897 64
Amount of surplus September 30, 1905,		20,679 06
Debits to profit and loss account during the year: adjustment of old accounts,		4,337 77
TOTAL SURPLUS SEPTEMBER 30, 1906,		$25,238 93
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$501,719 22
Receipts from carriage of mails,		250 00
Receipts from carriage of express and parcels,		200 00
Receipts from tolls for use of tracks by other companies,		628 97
Receipts from rentals of buildings and other property,		2,982 46
Receipts from advertising in cars,		1,481 10
GROSS EARNINGS FROM OPERATION,		$507,261 75
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$23,948 04
General office expenses and supplies,		2,811 52

General expenses — *Concluded.*		
Insurance,		$8,400 00
Other general expenses,		7,979 33
Maintenance of roadway and buildings:		
Repair of roadbed and track,		10,793 23
Repair of electric line construction,		4,507 08
Repair of buildings,		528 96
Maintenance of equipment:		
Repair of cars,		26,941 45
Repair of electric equipment of cars,		22,740 92
Transportation expenses:		
Cost of electric motive power, $74,986.43; less power sold, $7,202.95; net,		67,783 48
Wages and compensation of persons employed in conducting transportation,		73,517 78
Removal of snow and ice,		590 55
Damages for injuries to persons and property,		3,826 76
Tolls for trackage over other railways,		504 24
Other transportation expenses,		7,315 00
TOTAL OPERATING EXPENSES,		$262,188 34

PROPERTY ACCOUNTS.

Additions to railway:		
Abolishment of Newton grade crossing, additional boulevard work in Southborough and Framingham, also extension of tracks (length, 10,106 feet), etc.,	$92,823 27	
New electric line construction (length, 10,106 feet), also additions to feeder wire, signal and telephone system,	8,294 92	
Other additions to railway:		
Engineering,	5,962 03	
Additional land damages,	36,397 20	
TOTAL ADDITIONS TO RAILWAY,		$143,477 42
Additions to equipment:		
Additional cars (6 in number) with trucks and miscellaneous equipment,	$36,344 50	
Electric equipment of same and other miscellaneous electric equipment,	37,338 40	
Other additional rolling stock, additional trucks, etc.,	10,036 53	
Other additions to equipment: additional machine shop tools, etc.,	2,095 75	
TOTAL ADDITIONS TO EQUIPMENT,		85,815 18
Additions to land and buildings:		
Additional land necessary for operation of railway,	$3,810 00	
Additional equipment of power stations and sub-stations,	72,157 36	
New buildings necessary for operation of railway,	2,636 77	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		78,604 13
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$307,896 73

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$1,913,902 51	
Electric line construction, including poles, wiring, feeder lines, etc.,	307,584 41	
Interest accrued during construction of railway,	62,076 90	
Engineering and other expenses incident to construction,	245,012 35	
Other items of railway cost: discount first mortgage bonds,	40,250 00	
TOTAL COST OF RAILWAY OWNED,		$2,568,826 17
Cost of equipment:		
Cars and other rolling stock,	$268,030 94	
Electric equipment of same,	265,979 14	
Other items of equipment,	78,082 07	
TOTAL COST OF EQUIPMENT OWNED,		612,092 15
Cost of land and buildings:		
Land necessary for operation of railway,	$78,420 40	
Electric power stations, including equipment,	632,083 44	
Other buildings necessary for operation of railway,	128,367 62	
TOTAL COST OF LAND AND BUILDINGS OWNED,		838,871 46
TOTAL PERMANENT INVESTMENTS,		$4,019,789 78
Cash and current assets:		
Cash,	$17,534 47	
Bills and accounts receivable,	15,212 34	
Sinking and other special funds,	888 25	
Other cash and current assets:		
Prepaid insurance,	7,870 21	
Cash deposited as collateral for surety bonds,	32,500 00	
TOTAL CASH AND CURRENT ASSETS,		74,005 27
Miscellaneous assets: materials and supplies, including coal,		38,631 76
TOTAL,		$4,132,426 81

LIABILITIES.	CR.	
Capital stock,		$1,725,000 00
Funded debt,		1,717,000 00
Current liabilities:		
Loans and notes payable,	$605,070 92	
Audited vouchers and accounts,	8,172 83	
TOTAL CURRENT LIABILITIES,		613,243 75
Accrued liabilities:		
Interest accrued and not yet due,	$13,412 50	
Taxes accrued and not yet due,	37,643 38	
TOTAL ACCRUED LIABILITIES,		51,055 88
Sinking and other special funds: for Framingham Union Street Railway Company first mortgage bonds,		888 25
Profit and loss balance (surplus),		25,238 93
TOTAL,		$4,132,426 81

Capital Stock.

Capital stock authorized by law,	$1,725,000 00	
Capital stock authorized by votes of company,	1,725,000 00	
Capital stock issued and outstanding,		$1,725,000 00
Number of shares issued and outstanding,	17,250	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	$1,724,900 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	4½	Aug. 1, 1923,	$1,610,000 00	$72,450 00
First mortgage gold bonds of the Framingham, Southborough & Marlborough Street Railway Company, assumed by consolidation,	5	Jan. 1, 1919,	60,000 00	3,000 00
First mortgage gold bonds of the Framingham Union Street Railway Company, assumed by consolidation,	5	July 1, 1909,	47,000 00	2,350 00
Totals,			$1,717,000 00	$77,800 00

Sinking and Other Special Funds.

Amount September 30, 1905, of Framingham Union Street Railway sinking fund,	$888 25
Total Sinking and Other Special Funds September 30, 1906,	$888 25

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	10,279,303
Number carried per mile of main railway track operated,	136.401
Number of car miles run,	1,862,136
Average number of persons employed,	230

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	47	-	47	47	-
Open passenger cars,	25	-	25	-	-
Total,	72	-	72	47	239
Cars — Other Service.					
Box freight cars,	2	-	-	-	-
Work cars,	2	2	-	-	-
Total,	4	2	-	-	-
Snow plows,	12	-	-	-	-

Miscellaneous Equipment.

Carts and snow sleds,	1
Other highway vehicles:	
Express wagons,	2
Tower wagons,	3
Horses,	1
Other items of equipment: single harnesses,	2

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles	Miles.	Miles.
Length of railway line,	47.406	.524	47.930
Length of second main track,	27.431	-	27.431
Total Length of Main Track,	74.837	.524	75.361
Length of sidings, switches, etc.,	2.316	-	2.316
Total, Computed as Single Track,	77.153	.524	77.677

Railway Located Outside of Public Ways.

Length of railway line,	12.845 miles.
Length of second main track,	11.793 "
Total length of main track,	24.638 "

Names of the several cities and towns in which the railways operated by the company are located: Newton, Wellesley, Natick, Framingham, Southborough, Marlborough, Hudson, Northborough, Westborough and Shrewsbury.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (3 in number), viz.:		
With Boston & Albany Railroad, Elm Street, Saxonville,	1	1
With Boston & Albany Railroad, Elm Street, Saxonville,	1	1
With New York, New Haven & Hartford Railroad, Worcester Street, Framingham,	3	1
Total Number of Tracks at Crossings,	5	3

Number of above crossings at which *frogs* are inserted in the tracks, . 3

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	6	-	20	-	26
Employees,	-	1	1	-	1	1
Other persons,	-	1	2	4	2	5
Totals,	-	8	3	24	3	32

Corporate Name and Address of the Company.

BOSTON & WORCESTER STREET RAILWAY COMPANY,

South Framingham, Mass.

Names and Business Address of Principal Officers.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. H. Fisher Eldredge, *Vice-President*, Portsmouth, N. H. George A. Butman, *Treasurer, and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Edward P. Shaw, Jr., *Superintendent*, South Framingham, Mass.

Names and Residence of Board of Directors.

John J. Whipple, Brockton, Mass. H. Fisher Eldredge, Portsmouth, N. H. Phineas W. Sprague, Malden, Mass. Charles C. Peirce, Brookline, Mass. Albion R. Clapp, Wellesley Hills, Mass. Alex. B. Bruce, Lawrence, Mass. Walter H. Trumbull, Salem, Mass. George A. Butman, Malden, Mass. Arthur E. Childs, Boston, Mass. William M. Butler, Edgartown, Mass. James F. Shaw, Manchester, Mass. Charles W. Shippee, Milford, Mass. Samuel Farquhar, Newton, Mass. Edward P. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
GEO. A. BUTMAN,
EDWARD P. SHAW,
P. W. SPRAGUE,
CHAS. C. PEIRCE,
JOHN J. WHIPPLE,
WILLIAM M. BUTLER,
SAMUEL FARQUHAR,
Directors.
GEO. A. BUTMAN,
Treasurer.
EDWARD P. SHAW, JR.,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 19, 1906. Then personally appeared the above-named Jas. F. Shaw, Geo. A. Butman, Edward P. Shaw, P. W. Sprague, Chas. C. Peirce, John J. Whipple, William M. Butler, Samuel Farquhar and Edward P. Shaw, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

BRISTOL & NORFOLK STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$12,089 05
Operating expenses,		11,853 37
GROSS INCOME ABOVE OPERATING EXPENSES,		$235 68
Charges upon income accrued during the year:		
Interest on funded debt,	$3,500 00	
Interest and discount on unfunded debts and loans,	164 65	
Taxes, State and local,	165 25	
Other deductions from income: expense of Glen Echo park,	610 27	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		4,440 17
Deficit for the year ending September 30, 1906,		$4,204 49
Amount of deficit September 30, 1905,		17,024 82
Debits to profit and loss account during the year:		
Expense of removing tracks in Easton,	$804 90	
Unsettled accounts, 1904 and 1905,	436 73	
TOTAL DEBITS,		1,241 63
TOTAL DEFICIT SEPTEMBER 30, 1906,		$22,470 94
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$11,822 30
Receipts from carriage of mails,		60 00
Receipts from rentals of buildings and other property,		156 75
Receipts from advertising in cars,		50 00
GROSS EARNINGS FROM OPERATION,		$12,089 05
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$1,071 00
General office expenses and supplies,		540 63
Legal expenses,		39 82
Insurance,		326 98

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$802 92
Repair of electric line construction,		63 98
Maintenance of equipment:		
Repair of cars,		926 80
Repair of electric equipment of cars,		578 50
Transportation expenses:		
Cost of electric motive power,		3,851 87
Wages and compensation of persons employed in conducting transportation,		3,173 10
Removal of snow and ice,		132 70
Damages from injuries to persons and property,		40 50
Tolls for trackage over other railways,		262 92
Rentals of buildings and other property,		41 65
TOTAL OPERATING EXPENSES,		$11,853 37

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$22 64	
New electric line construction,	29 36	
TOTAL ADDITIONS TO RAILWAY,		$52 00
Additions to equipment:		
Electric equipment of cars,	$894 06	
Other additional rolling stock,	1,082 65	
Other additions to equipment: miscellaneous,	89 24	
TOTAL ADDITIONS TO EQUIPMENT,		$2,065 95
Additions to land and buildings: new buildings necessary for operation of railway, car barn,		250 60
Additions to other permanent property: Glen Echo park buildings,		356 98
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$2,725 53
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of wire,	$80 00	
Rails,	9,219 41	
Poles,	370 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		9,669 41
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		$6,943 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	$105,681 39
Electric line construction, including poles, wiring, feeder lines, etc.,	14,126 25
Interest accrued during construction of railway,	5,000 00

Cost of railway — *Concluded.*		
Engineering and other expenses incident to construction,	$8,176 85	
Other items of railway cost,	8,000 00	
TOTAL COST OF RAILWAY OWNED,		$140,984 49
Cost of equipment: cars and other rolling stock and electric equipment of same,		7,038 81
Cost of land and buildings:		
Land necessary for operation of railway,	$637 00	
Other buildings necessary for operation of railway,	6,360 04	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,997 04
Other permanent property: Glen Echo park buildings,		2,349 92
TOTAL PERMANENT INVESTMENTS,		$157,370 26
Cash and current assets:		
Cash,	$1,061 09	
Bills and accounts receivable,	1,137 78	
TOTAL CASH AND CURRENT ASSETS,		2,198 87
Profit and loss balance (deficit),		22,470 94
TOTAL,		$182,040 07

LIABILITIES.	CR.	
Capital stock,		$100,000 00
Funded debt,		70,000 00
Current liabilities:		
Audited vouchers and accounts,	$1,492 84	
Matured interest coupons unpaid (including coupons due October 1),	10,500 00	
TOTAL CURRENT LIABILITIES,		11,992 84
Accrued liabilities: taxes accrued and not yet due,		47 23
TOTAL,		$182,040 07

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	26	
Number of stockholders in Massachusetts,	25	
Amount of stock held in Massachusetts,	$99,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	June 1, 1923,	$70,000 00	-

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	234,273
Number carried per mile of main railway track operated,	35,642
Number of car miles run,	75,635
Average number of persons employed,	8

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	2	2	2	4
Open passenger cars,	3	3	3	6
Total,	5	5	5	10
Snow ploughs,	1	-	-	-

Miscellaneous Equipment.

Railway rolling stock: gravel car,	1

Railway Owned and Operated (by Electric Power).

Railway, Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	6.195	.378	6.573
Length of sidings, switches, etc.,	.123	-	.123
Total, Computed as Single Track,	6.318	.378	6.696

Railway Located Outside of Public Ways.

Length of railway line,	.625 mile.

Names of the several cities and towns in which the railways operated by the company are located: Randolph and Stoughton.

Corporate Name and Address of the Company.

BRISTOL & NORFOLK STREET RAILWAY COMPANY,

43 Tremont Street, Boston, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Belcher, *President and Treasurer*, Randolph, Mass. Weld A. Rollins, *Clerk of Corporation*, 84 State Street, Boston, Mass. George W. Anderson, *General Counsel*, 43 Tremont Street, Boston, Mass. Frank J. Williams, *Superintendent*, Randolph, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Belcher, Randolph, Mass. George W. Anderson, Boston, Mass. Henry E. McElwain, Denver, Colorado. George H. Plummer, Lynn, Mass. Weld A. Rollins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. BELCHER,
GEORGE W. ANDERSON,
WELD A. ROLLINS,
Directors.
HENRY A. BELCHER,
Treasurer.
F. J. WILLIAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 22, 1906. Then personally appeared the above-named Henry A. Belcher, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge, and belief, true.

Before me, W. RAY SPEAR,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 22, 1906. Then personally appeared the above-named George W. Anderson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, EDWARD H. RUBY,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 22, 1906. Then personally appeared the above-named Weld A. Rollins, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, OLIVER P. SCHOONMAKER,
Justice of the Peace.

REPORT

OF THE

BROCKTON & PLYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$107,842 24
Operating expenses,		61,327 98
NET EARNINGS FROM OPERATION,		$46,514 26
Miscellaneous income: park receipts,		6,586 76
GROSS INCOME ABOVE OPERATING EXPENSES,		$53,101 02
Charges upon income accrued during the year:		
Interest on funded debt,	$13,450 00	
Interest and discount on unfunded debts and loans,	8,342 63	
Taxes, State and local, $3,017 49		
Taxes, commutation, 2,022 74		
	5,040 23	
Other deductions from income: park expenses,	8,038 33	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		34,871 19
Surplus for the year ending September 30, 1906,		$18,229 83
Amount of surplus September 30, 1905,		13,314 82
TOTAL SURPLUS SEPTEMBER 30, 1906,		$31,544 65
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$107,022 67
Receipts from carriage of mails,		392 88
Receipts from advertising in cars,		250 00
Other earnings from operation: miscellaneous,		176 69
GROSS EARNINGS FROM OPERATION,		$107,842 24
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$8,993 36
General office expenses and supplies,		370 39
Legal expenses,		633 20

General expenses — *Concluded.*		
Insurance,		$2,345 60
Other general expenses:		
Advertising,		530 77
Miscellaneous,		721 08
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,324 98
Repair of electric line construction,		1,927 89
Repair of buildings,		452 69
Maintenance of equipment:		
Repair of cars,		4,026 74
Repair of electric equipment of cars,		3,350 21
Repair of miscellaneous equipment,		173 34
Provender and stabling,		87 91
Transportation expenses:		
Cost of electric motive power, $13,624.12; less power sold, $1,934 43; net,		11,689 69
Wages and compensation of persons employed in conducting transportation,		21,495 72
Removal of snow and ice,		139 73
Damages for injuries to persons and property,		1,115 67
Other transportation expenses:		
Car service supplies,		424 29
Miscellaneous,		524 72
TOTAL OPERATING EXPENSES,		$61,327 98

PROPERTY ACCOUNTS.

Additions to railway:		
Additional feeder line,	$68 88	
Installation of Watt meter at Whitman,	72 46	
Settlement of old claim on account of electric line construction,	2,088 12	
TOTAL ADDITIONS TO RAILWAY,		$2,229 46
Additions to equipment: arc headlights,		489 19
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$2,718 65

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$252,549 11	
Electric line construction, including poles, wiring, feeder lines, etc.,	105,337 51	
Engineering and other expenses incident to construction,	27,379 19	
TOTAL COST OF RAILWAY OWNED,		$385,265 81
Cost of equipment:		
Cars and other rolling stock,	$58,099 53	
Electric equipment of same,	43,367 20	
Other items of equipment:		
Shop tools and machinery,	1,001 77	
Office furniture and fixtures,	310 37	
TOTAL COST OF EQUIPMENT OWNED,		102,778 87

Cost of land and buildings:		
Land necessary for operation of railway,	$8,745 00	
Electric power stations, including equipment,	202,730 00	
Other buildings necessary for operation of railway,	14,192 35	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$225,667 35
Other permanent property: park property,		26,000 00
TOTAL PERMANENT INVESTMENTS,		$739,712 03
Cash and current assets:		
Cash,	$12,352 53	
Bills and accounts receivable,	11,101 15	
Other cash and current assets:		
Unexpired insurance,	2,005 93	
Water rates paid in advance,	24 50	
Interest paid in advance,	2,335 85	
TOTAL CASH AND CURRENT ASSETS,		27,819 96
Miscellaneous assets: materials and supplies,		7,454 12
TOTAL,		$774,986 11

LIABILITIES.	CR.	
Capital stock,		$295,000 00
Funded debt,		295,000 00
Current liabilities:		
Loans and notes payable,	$140,000 00	
Audited vouchers and accounts,	3,942 97	
Salaries and wages,	1,233 91	
TOTAL CURRENT LIABILITIES,		145,176 88
Accrued liabilities:		
Interest accrued and not yet due,	$4,337 49	
Taxes accrued and not yet due,	2,148 31	
TOTAL ACCRUED LIABILITIES,		6,485 80
Sinking and other special funds: injury fund,		1,778 78
Profit and loss balance (surplus),		31,544 65
TOTAL,		$774,986 11

CAPITAL STOCK.		
Capital stock authorized by law,	$295,000 00	
Capital stock authorized by votes of company,	295,000 00	
Capital stock issued and outstanding,		$295,000 00
Number of shares issued and outstanding,	2,950	
Number of stockholders,	61	
Number of stockholders in Massachusetts,	58	
Amount of stock held in Massachusetts,	$290,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Plymouth & Kingston Street Railway Company first mortgage bonds,	5	Jan. 1, 1910,	$35,000 00	$1,750 00
Brockton & Plymouth Street Railway Company first mortgage bonds,	4½	Dec. 1, 1920,	260,000 00	11,700 00
Totals,			$295,000 00	$13,450 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	2,156,879
Number carried per mile of main railway track operated,	97,636
Number of car miles run,	443,747
Average number of persons employed,	57

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	10	10	10	32
Open passenger cars,	16	16	–	32
Total,	26	26	10	64
Cars — Other Service.				
Work cars,	2	2	–	4
Snow ploughs,	3	–	–	1

Miscellaneous Equipment.

Carts and snow sleds,	2
Highway vehicles: tower wagon,	1
Horses,	1
Other items of equipment: repair shop equipment and machinery, sand boxes, fare registers, spare armatures and track and line tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	22.091 miles.
Length of sidings, switches, etc.,	1.964 "
Total, computed as single track,	24.055 "

Names of the several cities and towns in which the railways operated by the company are located: Plymouth, Kingston, Pembroke, Hanson and Whitman.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	3	-	3

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON AND PLYMOUTH STREET RAILWAY COMPANY,

84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James D. Thurber, *President*, Plymouth, Mass. Charles I. Litchfield, *Vice-President*, Plymouth, Mass. A. Stuart Pratt, *Treasurer*, 84 State Street, Boston, Mass. Alvah K. Todd, *Clerk of Corporation*, 84 State Street, Boston, Mass. Gaston, Snow & Saltonstall, *General Counsel*, 70 State Street, Boston, Mass. Stone & Webster, *General Managers*, 84 State Street, Boston, Mass. Alvah H. Warren, *Resident Manager*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter E. Damon, Bryantville, Mass. Charles S. Davis, Plymouth, Mass. Charles I. Litchfield, Plymouth, Mass. Frederick S. Pratt, Newton, Mass. Russell Robb, Concord, Mass. Charles A. Stone, Plymouth, Mass. James D. Thurber, Plymouth, Mass. Edwin S. Webster, Chestnut Hill, Mass. Charles D. Wyman, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. D. THURBER,
FRED'K S. PRATT,
CHARLES I. LITCHFIELD,
RUSSELL ROBB,
CHARLES D. WYMAN,
CHARLES S. DAVIS,
CHARLES A. STONE,
WALTER E. DAMON,
Directors.
A. STUART PRATT,
Treasurer.
ALVAH H. WARREN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1906. Then personally appeared the above-named James D. Thurber, Frederick S. Pratt, Charles I. Litchfield, Russell Robb, Charles D. Wyman, Charles S. Davis, Charles A. Stone, Walter E. Damon, A. Stuart Pratt, and Alvah H. Warren, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, E. HOWARD GEORGE,
Justice of the Peace.

REPORT

OF THE

CITIZENS' ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$105,657 61
Operating expenses,		60,773 82
GROSS INCOME ABOVE OPERATING EXPENSES,		$44,883 79
Charges upon income accrued during the year:		
Interest on funded debt,	$10,500 00	
Interest and discount on unfunded debts and loans,	2,817 08	
Taxes, State and local, $4,148 14		
Taxes, commutation, 2,090 27		
	6,238 41	
Other deductions from income: amusements,	87 40	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		19,642 89
NET DIVISIBLE INCOME,		$25,240 90
Dividends declared (5 per cent),		12,000 00
Surplus for the year ending September 30, 1906,		$13,240 90
Amount of surplus September 30, 1905,		27,083 66
Debits to profit and loss account during the year: amount set aside for damage fund,		5,000 00
TOTAL SURPLUS SEPTEMBER 30, 1906,		$35,324 56
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$103,628 46
Receipts from carriage of mails,		141 30
Receipts from carriage of freight,		744 08
Receipts from tolls for use of tracks by other companies,		435 49
Receipts from rentals of buildings and other property,		408 28
Receipts from advertising in cars,		300 00
GROSS EARNINGS FROM OPERATION,		$105,657 61
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$3,493 72
General office expenses and supplies,		306 05

General expenses — *Concluded.*	
Insurance,	$2,040 00
Other general expenses,	2,505 44
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,960 61
Repair of electric line construction,	1,315 97
Repair of buildings,	736 18
Maintenance of equipment:	
Repair of cars,	3,424 58
Repair of electric equipment of cars,	3,462 74
Transportation expenses:	
Cost of electric motive power, $22,217.30; less power sold, $3,296.28; net,	18,921 02
Wages and compensation of persons employed in conducting transportation,	17,107 39
Removal of snow and ice,	154 70
Damages for injuries to persons and property,	1,417 27
Tolls for trackage over other railways,	232 24
Rentals of buildings and other property,	839 55
Other transportation expenses: oil, waste, salt, etc.,	856 36
TOTAL OPERATING EXPENSES,	$60,773 82

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$242,191 75	
Electric line construction, including poles, wiring, feeder lines, etc.,	70,970 00	
Engineering and other expenses incident to construction,	10,473 58	
TOTAL COST OF RAILWAY OWNED,		$323,635 33
Cost of equipment:		
Cars and other rolling stock,	$46,441 26	
Electric equipment of same,	41,000 38	
Other items of equipment,	10,188 40	
TOTAL COST OF EQUIPMENT OWNED,		97,630 04
Cost of land and buildings:		
Electric power stations, including equipment,	$65,813 73	
Other buildings necessary for operation of railway, including land,	32,470 04	
TOTAL COST OF LAND AND BUILDINGS OWNED,		98,283 77
TOTAL PERMANENT INVESTMENTS,		$519,549 14
Cash and current assets:		
Cash,	$4,948 18	
Bills and accounts receivable,	4,631 37	
Other cash and current assets:		
Prepaid insurance,	1,342 16	
Prepaid interest,	532 79	
TOTAL CASH AND CURRENT ASSETS,		11,454 50
Miscellaneous assets: materials and supplies, including coal,		10,049 31
TOTAL,		$541,052 95

Liabilities.		Cr.
Capital stock,		$240,000 00
Funded debt,		210,000 00
Current liabilities:		
Loans and notes payable,	$40,282 56	
Audited vouchers and accounts,	257 50	
Total Current Liabilities,		40,540 06
Accrued liabilities:		
Interest accrued and not yet due,	$3,949 92	
Taxes accrued and not yet due,	6,238 41	
Total Accrued Liabilities,		10,188 33
Sinking and other special funds: damage fund,		5,000 00
Profit and loss balance (surplus),		35,324 56
Total,		$541,052 95

Capital Stock.

Capital stock authorized by law,	$240,000 00	
Capital stock authorized by votes of company,	240,000 00	
Capital stock issued and outstanding,		$240,000 00
Number of shares issued and outstanding,	2,400	
Number of stockholders,	31	
Number of stockholders in Massachusetts,	30	
Amount of stock held in Massachusetts,	$233,900 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,*	Per Cent. 5	Dec. 1, 1920,	$210,000 00	$10,500 00

Sinking and Other Special Funds.

Additions during the year to damage fund,	$5,000 00
Total Sinking and Other Special Funds September 30, 1906,	$5,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	2,220,472
Number carried per mile of main railway track operated,	127,386
Number of car miles run,	344,900
Average number of persons employed,	70

* $20,000 additional bonds issued, but held in treasury to provide for extension of power station in accordance with decree of the Board of Railroad Commissioners.

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,	10	4	14	10	10	-
Open passenger cars,	19	7	26	17	-	-
Total,	29	11	40	27	10	65
Cars — Other Service.						
Platform freight cars,	1	-	-	-	-	-
Work cars,	1	-	-	-	-	-
Total,	2	-	-	-	-	-
Snow ploughs,	3	-	-	-	-	-

Miscellaneous Equipment.

Carts and snow sleds,	4
Other highway vehicles: tower wagon,	1
Horses,	1
Other items of equipment: 2 single harnesses, 1 double harness.	4

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	16.863	.568	17.431
Length of sidings, switches, etc.,	.936	-	.936
Total, Computed as Single Track,	17.799	.568	18.367

Railway Located Outside of Public Ways.

Length of railway line,	1.671 miles.

Names of the several cities and towns in which the railways operated by the company are located: Newburyport, Newbury and Amesbury.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad, Purchase Street, Newburyport, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	1	-	4	-	5
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	-	-	-
TOTALS, ...	-	1	-	4	-	5

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CITIZENS' ELECTRIC STREET RAILWAY COMPANY,

NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. Thomas Lahey, *Vice-President*, Haverhill, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Orrin F. Files, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. H. Fisher Eldredge, Portsmouth, N. H. William M. Butler, Edgartown, Mass. Ewen R. McPherson, Cambridge, Mass. Alexander B. Bruce, Lawrence, Mass. Charles C. Peirce, Brookline, Mass. Robert Redford, Lawrence, Mass. James F. Shaw, Manchester, Mass. Thomas Lahey, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
EDWARD P. SHAW,
ALEX. B. BRUCE,
THOMAS LAHEY,
WILLIAM M. BUTLER,
GEO. A. BUTMAN,
Treasurer.
ORRIN F. FILES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 10, 1906. Then personally appeared the above-named James F. Shaw, Edward P. Shaw, Alex. B. Bruce, Thomas Lahey, Geo. A. Butman, Orrin F. Files, and William M. Butler, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$173,622 15
Operating expenses,			115,250 45
GROSS INCOME ABOVE OPERATING EXPENSES,			$58,371 70
Charges upon income accrued during the year:			
Interest on funded debt,		$25,000 00	
Interest and discount on unfunded debts and loans,		7,209 94	
Interest on real estate loans,		103 58	
Taxes, State and local,		3,127 02	
Other deductions from income: amusements (net expense),		732 13	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			36,172 67
NET DIVISIBLE INCOME,			$22,199 03
Dividends declared (2 per cent on $485,900),			9,718 00
Surplus for the year ending September 30, 1906,			$12,481 03
Amount of surplus September 30, 1905,			117 96
Credits to profit and loss account during the year: assumed by stockholders,		$18,360 06	
Debits to profit and loss account during the year:			
Adjustment of three accounts,	$3 15		
Settlement of disputed excise taxes,	1,444 42		
Sundry equipment depreciated,	441 50		
Adjustment of mail contracts,	232 68		
Premium on two bonds retired,	60 00		
TOTAL DEBITS,		2,181 75	
NET AMOUNT CREDITED TO PROFIT AND LOSS,			16,178 31
TOTAL SURPLUS SEPTEMBER 30, 1906,			$28,777 30

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$165,844 49
Receipts from carriage of mails and newspapers,	3,702 36

Receipts from carriage of express and parcels,		$3,392 45
Receipts from advertising in cars,		682 85
Gross Earnings from Operation,		$173,622 15

Expenses of Operation.

General expenses:		
Salaries of general officers and clerks,		$6,008 16
General office expenses and supplies,		2,436 99
Legal expenses and engineering,		1,581 14
Insurance,		4,477 12
Other general expenses,		278 48
Fuel, $238.99; advertising, $285.50,		524 49
Maintenance of roadway and buildings:		
Repair of roadbed and track,		5,351 49
Repair of electric line construction,		993 23
Repair of buildings,		178 28
Maintenance of equipment:		
Repair of cars,		5,516 13
Repair of electric equipment of cars,		5,999 17
Transportation expenses:		
Cost of electric motive power, $33,279.81; less power sold, $17.40; net,		33,262 41
Wages and compensation of persons employed in conducting transportation,		43,059 38
Removal of snow and ice,		869 16
Damages for injuries to persons and property,		953 09
Rentals of buildings and other property,		1,325 93
Transportation expenses,		1,374 16
Oil and waste (cars),		1,061 64
Total Operating Expenses,		$115,250 45

Property Accounts

Additions to railway:		
Interest accrued during construction of high tension line,	$782 50	
Permanent raising track, Amherst Division and Deerfield Division, and concrete culvert, Deerfield Division,	956 23	
Changes, Main Street, Northampton,	433 68	
Preliminary expense, Connecticut River bridge changes,	143 40	
Permanent crossings completed,	88 10	
Other additions to railway:		
Additional cost of Sprout's crossing,	100 00	
High tension line construction,	37,488 34	
Legal and engineering expense incident to construction,	2,600 00	
Total Additions to Railway,		$42,592 25
Additions to equipment:		
Set of Taylor trucks, car built into express car and line car built,	$971 23	
Electric equipment,	77 50	
Other additions to equipment,	138 00	
Total Additions to Equipment,		1,186 73

Additions to land and buildings:		
Additional land necessary for operation of railway,	$3,705 05	
New electric power stations, oil house and permanent improvements, etc.,	3,300 78	
Additional equipment of power stations,	19,810 17	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		$26,816 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$70,594 98
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sundry equipment depreciated,	$441 50	
Building sold,	100 00	
Car body burned,	300 00	
Water tank sold,	8 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		849 50
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$69,745 48

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$700,834 62	
Electric line construction, including poles, wiring, feeder lines, etc.,	95,088 17	
Interest accrued during construction of high tension lines,	782 50	
Engineering and legal expenses incident to construction,	2,600 00	
Other items of railway cost: high tension lines,	40,334 81	
TOTAL COST OF RAILWAY OWNED,		$839,640 10
Cost of equipment:		
Cars and other rolling stock,	$89,424 92	
Electric equipment of same,	68,560 22	
Other items of equipment,	3,351 00	
TOTAL COST OF EQUIPMENT OWNED,		161,336 14
Cost of land and buildings:		
Land and buildings necessary for operation of railway,	$47,220 80	
Electric power stations, including equipment,	94,286 69	
TOTAL COST OF LAND AND BUILDINGS OWNED,		141,507 49
TOTAL PERMANENT INVESTMENTS,		$1,142,483 73
Cash and current assets:		
Cash,	$5,727 06	
Bills and accounts receivable,	7,045 14	
Other cash and current assets: prepaid discount and insurance,	3,497 81	
TOTAL CASH AND CURRENT ASSETS,		16,270 01

Miscellaneous assets:		
Materials and supplies,	$10,244 87	
Materials and supplies ordered month of September,	997 91	
Other assets and property:		
Office fixtures,	766 50	
Tools,	2,835 59	
Junk,	143 00	
TOTAL MISCELLANEOUS ASSETS,		$14,987 87
TOTAL,		$1,173,741 61

LIABILITIES.		CR.
Capital stock,		$500,000 00
Funded debt,		500,000 00
Real estate mortgages assumed,		2,400 00
Current liabilities:		
Loans and notes payable,	$129,447 54	
Audited vouchers and accounts,	11,794 74	
Miscellaneous current liabilities;		
Balance order account September,	997 91	
Other than those stated,	324 12	
TOTAL CURRENT LIABILITIES,		142,564 31
Profit and loss balance (surplus),		28,777 30
TOTAL,		$1,173,741 61

CAPITAL STOCK.

Capital stock authorized by law,	$500,000 00	
Capital stock authorized by votes of company,	500,000 00	
Capital stock issued and outstanding,		$497,400 00
Scrip convertible into stock,		2,600 00
TOTAL CAPITAL STOCK LIABILITY,		$500,000 00

Number of shares issued and outstanding,	4,974	
Number of shares in scrip convertible into stock,	26	
Total number of shares outstanding,		5,000
Number of stockholders,		215
Number of stockholders in Massachusetts,		212
Amount of stock held in Massachusetts,	$382,300 00	

REAL ESTATE MORTGAGES ASSUMED.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Pine Hill property and academy lots,	5	Demand,	$1,800 00	$90 00
Jones lot,	5	Demand,	600 00	13 58
TOTALS,			$2,400 00	$103 58

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Greenfield & Turner's Falls Street Railway Company first mortgage gold bonds,	5	June 1, 1916,	$80,000 00	$4,100 00
Greenfield & Turner's Falls Street Railway Company first consolidated gold bonds,	5	June 1, 1923,	50,000 00	2,400 00
Greenfield, Deerfield & Northampton Street Railway Company first mortgage gold bonds,	5	July 1, 1923,	150,000 00	7,500 00
Northampton & Amherst Street Railway Company first mortgage gold bonds,	5	Sept. 1, 1920,	180,000 00	9,000 00
Connecticut Valley Street Railway Company first mortgage gold bonds,	5	Sept. 1, 1920,	40,000 00	2,000 00
Totals,			$500,000 00	$25,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,596,001
Number carried per mile of main railway track operated,	79,186
Number of car miles run,	905,301
Average number of persons employed,	110

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars, including two combination cars,	20	-	20	20	-
Open passenger cars,	22	-	22	-	-
Total,	42	-	42	20	106
Cars — Other Service.					
Work cars,	6	3	5	-	-
Other cars,	1	-	1	-	-
Total,	7	3	6	-	-
Snow ploughs, motor car,	5	-	-	-	-

Miscellaneous Equipment.

Barges and omnibuses,	1
Carts and snow sleds,	1
Other highway vehicles: 2 wagons, buggy, tower wagon,	4

Railway Owned and Operated (by Electric Power).

Length of railway line,	45.412 miles.
Length of sidings, switches, etc.,	1.892 "
Total, computed as single track,	47.304 "

Railway Located Outside of Public Ways.

Length of railway line,	6.020 miles.

Names of the several cities and towns in which the railways operated by the company are located: Montague, Greenfield, Deerfield, Whately, Hatfield, Hadley, Amherst and Northampton.

Grade Crossings with Railroads

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad (Fitchburg Division),	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	7	-	7
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	5	-	5
Totals,	-	-	-	12	-	12

Corporate Name and Address of the Company.

CONNECTICUT VALLEY STREET RAILWAY COMPANY,

Greenfield, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Pierce, *President*, Greenfield, Mass. Daniel P. Abercrombie, Jr., *Treasurer and Clerk of Corporation*, Greenfield, Mass. Irwin & Hardy, *General Counsel*, Northampton, Mass. John A. Taggart, *Superintendent*, Greenfield, Mass. Charles W. Clapp, *Engineer and Assistant Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward C. Crosby, *Chairman*, Brattleboro, Vt. Geo. C. Averill, Brattleboro, Vt. Daniel P. Abercrombie, Turner's Falls, Mass. Isaac Chenery, Montague, Mass. Benjamin E. Cook, Northampton, Mass. William A. Clark, Northampton, Mass. Edward C. Crosby, Brattleboro, Vt. Marcus A. Coolidge, Fitchburg, Mass. Charles W. Clapp, Northampton, Mass. Warren M. King, Northampton, Mass. Frederick E. Pierce, Greenfield, Mass. John A. Taggart, Greenfield, Mass. Henry L. Williams, Northampton, Mass. Daniel P. Abercrombie, Jr., Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK E. PIERCE,
EDWARD C. CROSBY,
MARCUS A. COOLIDGE,
D. P. ABERCROMBIE,
ISAAC CHENERY,
WARREN M. KING,
DANIEL P. ABERCROMBIE, JR.,
JOHN A. TAGGART,
GEO. C. AVERILL,
HENRY L. WILLIAMS,
WILLIAM A. CLARK,
B. A. COOK,
CHARLES W. CLAPP,
Directors.

DANIEL P. ABERCROMBIE, JR.,
Treasurer.

JOHN A. TAGGART,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. OCT. 19, 1906. Then personally appeared the above-named Frederick E. Pierce and Daniel P. Abercrombie, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOHN E. DONOVAN,
Justice of the Peace.

STATE OF VERMONT.

WINDHAM COUNTY, ss. OCT. 20, 1906. Then personally appeared the above-named Edward C. Crosby, and made oath that the foregoing certificate subscribed by him is, to the best of his knowledge and belief, true.

Before me, HERMON E. EDDY,
Notary Public.

STATE OF VERMONT.

WINDHAM COUNTY, ss. OCT. 20, 1906. Then personally appeared the above-named Geo. C. Averill, and made oath that the foregoing certificate subscribed by him is, to the best of his knowledge and belief, true.

Before me, C. W. RICHARDSON,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 22, 1906. Then personally appeared the above-named Marcus A. Coolidge, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WILBUR B. TENNEY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 23, 1906. Then personally appeared the above-named D. P. Abercrombie and Isaac Chenery, and acknowledged the above instrument by them subscribed to be true, to the best of their knowledge and belief.

Before me, W. C. D. THOMAS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. NORTHAMPTON, Oct. 30, 1906. Then personally appeared the above-named Warren M. King, Henry L. Williams, William A. Clark, B. E. Cook, Charles W. Clapp and John A. Taggart, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ERNEST W. HARDY,
Justice of the Peace.

REPORT

OF THE

CONCORD, MAYNARD & HUDSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$60,130 37
Operating expenses,		37,679 73
GROSS INCOME ABOVE OPERATING EXPENSES,		$22,450 64
Charges upon income accrued during the year:		
Interest on funded debt,	$8,250 00	
Interest and discount on unfunded debts and loans,	5,744 06	
Taxes, State and local,	$1,673 53	
Taxes, commutation,	482 16	
	2,155 69	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		16,149 75
Surplus for the year ending September 30, 1906,		$6,300 89
Amount of surplus September 30, 1905,		1,631 47
Debits to profit and loss account during the year: loss on bills receivable,		84 85
TOTAL SURPLUS SEPTEMBER 30, 1906,		$7,847 51

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$57,530 78
Receipts from carriage of mails,	480 46
Receipts from tolls for use of tracks by other companies,	300 00
Receipts from rentals of buildings and other property,	240 00
Receipts from advertising in cars,	150 00
Other earnings from operation: rent of cars, including work car,	1,429 13
GROSS EARNINGS FROM OPERATION,	$60,130 37

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$1,924 00
General office expenses and supplies,	59 61
Legal expenses,	91 00

General expenses — *Concluded.*		
Insurance,		$1,145 79
Other general expenses,		546 77
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,270 51
Repair of electric line construction,		901 73
Repair of buildings,		22 56
Maintenance of equipment:		
Repair of cars,		2,404 79
Repair of electric equipment of cars,		1,761 28
Transportation expenses:		
Cost of electric motive power, $15,558.67; less power sold, $1,626.84; net,		13,922 23
Wages and compensation of persons employed in conducting transportation,		10,261 89
Removal of snow and ice,		150 87
Damages for injuries to persons and property (including $700, claims of 1903–04),		903 20
Tolls for trackage over other railways,		750 00
Rentals of buildings and other property,		24 00
Other transportation expenses:		
Car house labor, $735.25; advertising, $13.45,		748 70
Amusements, $10; miscellaneous, $780.80,		790 80
TOTAL OPERATING EXPENSES,		$37,679 73

PROPERTY ACCOUNTS.

Additions to railway: new bonds, new guard rails, new planking,		$1,055 98
Additions to equipment:		
Electric equipment of cars,	$4,633 97	
Other additions to equipment: sundry equipment,	230 88	
TOTAL ADDITIONS TO EQUIPMENT,		4,864 85
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$5,920 83

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$170,704 77	
Electric line construction, including poles, wiring, feeder lines, etc.,	31,943 54	
Interest accrued during construction of railway,	11,315 72	
Engineering and other expenses incident to construction,	8,527 13	
TOTAL COST OF RAILWAY OWNED,		$222,491 16
Cost of equipment:		
Cars and other rolling stock,	$41,736 21	
Electric equipment of same,	47,049 72	
Other items of equipment: sundry equipment,	2,076 69	
TOTAL COST OF EQUIPMENT OWNED,		90,862 62

Cost of land and buildings:		
Land necessary for operation of railway,	$15,498 46	
Electric power stations, including equipment,	74,274 27	
Other buildings necessary for operation of railway,	18,666 61	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$108,439 34
TOTAL PERMANENT INVESTMENTS,		$421,793 12
Cash and current assets:		
Cash,	$4,945 08	
Bills and accounts receivable,	8,639 51	
Other cash and current assets:		
Prepaid interest,	1,663 52	
Prepaid insurance,	1,433 62	
TOTAL CASH AND CURRENT ASSETS,		16,681 73
Miscellaneous assets: materials and supplies,		9,006 17
TOTAL,		$447,481 02

LIABILITIES.		CR.
Capital stock,		$175,000 00
Funded debt,		165,000 00
Current liabilities:		
Loans and notes payable,	$96,250 00	
Audited vouchers and accounts,	1,321 01	
TOTAL CURRENT LIABILITIES,		97,571 01
Accrued liabilities: interest accrued and not yet due,		2,062 50
Profit and loss balance (surplus),		7,847 51
TOTAL,		$447,481 02

CAPITAL STOCK.

Capital stock authorized by law,	$175,000 00	
Capital stock authorized by votes of company,	175,000 00	
Capital stock issued and outstanding,		$175,000 00
Number of shares issued and outstanding,	1,750	
Number of stockholders,	94	
Number of stockholders in Massachusetts,	91	
Amount of stock held in Massachusetts,	$173,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	July 1, 1922,	$165,000 00	$8,250 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,159,265
Number carried per mile of main railway track operated,	79,593
Number of car miles run,	265,325
Average number of persons employed,	30

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	9	9	9	36
Open passenger cars,	7	7	–	28
Total,	16	16	9	64
Cars — Other Service.				
Work cars,	1	1	–	2
Snow ploughs,	2	–	–	4

Miscellaneous Equipment.

Highway vehicles: road scraper,	1

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	14.215	.350	14.565
Length of sidings, switches, etc.,	.600	–	.600
Total, Computed as Single Track,	14.815	.350	15.165

Railway Located Outside of Public Ways.

Length of railway line,	2.155 miles.

Names of the several cities and towns in which the railways operated by the company are located: Concord, Acton, Maynard, Stow and Hudson.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Fitchburg Division, Marlborough Branch, at Main Street, Maynard,	2	1
With New York, New Haven & Hartford Railroad, Framingham & Lowell Division, at Main Street, Concord Junction,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	1	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	1	-	1	-	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONCORD, MAYNARD & HUDSON STREET RAILWAY COMPANY,

MAYNARD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. Persons, *President*, Maynard, Mass. Walter R. Dame, *Vice-President*, Clinton, Mass. Henry Tower, *Treasurer*, Hudson, Mass. John W. Ogden, *Clerk of Corporation, General Manager and Superintendent*, Maynard, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Persons, Maynard, Mass. Henry Tower, Hudson, Mass. Walter R. Dame, Clinton, Mass. Julius Loewe, Maynard, Mass. John W. Ogden, Maynard, Mass. George F. Howland, 131 State Street, Boston, Mass. Eugene H. Mather, 67 Milk Street, Boston, Mass. Benj. Derby, Jr., Concord Junction, Mass. Charles W. Shippee, Milford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES H. PERSONS,
HENRY TOWER,
WALTER R. DAME,
JOHN W. OGDEN,
GEORGE F. HOWLAND,
BENJ. DERBY, Jr.,
Directors.

HENRY TOWER,
Treasurer.

JOHN W. OGDEN,
Superintendent.

Commonwealth of Massachusetts.

Middlesex, ss. Nov. 7, 1906. Then personally appeared the above-named Charles H. Persons, Henry Tower, John W. Ogden, George F. Howland, Benj. Derby, Jr., directors, Henry Tower, treasurer, and John W. Ogden, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WALTER R. DAME,
Justice of the Peace.

Commonwealth of Massachusetts.

Middlesex, ss. Maynard, Nov. 7, 1906. Then personally appeared the above-named Walter R. Dame, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOHN W. OGDEN,
Justice of the Peace.

REPORT

OF THE

CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$9,993 34
Operating expenses,		6,958 60
GROSS INCOME ABOVE OPERATING EXPENSES,		$3,034 74
Charges upon income accrued during the year:		
Interest on funded debt,	$1,750 00	
Interest and discount on unfunded debts and loans,	2,977 41	
Taxes, State and local,	294 95	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		5,022 36
Deficit for the year ending September 30, 1906,		$1,987 62
Amount of deficit September 30, 1905,		4,889 59
TOTAL DEFICIT SEPTEMBER 30, 1906,		$6,877 21
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$2,976 59
Receipts from carriage of mails,		373 72
Receipts from carriage of express and parcels,		503 94
Receipts from carriage of freight,		5,208 29
Other earnings from operation: from light receipts (net),		930 80
GROSS EARNINGS FROM OPERATION,		$9,993 34
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$379 64
General office expenses and supplies,		550 73
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,191 41
Repair of buildings,		186 41
Maintenance of equipment:		
Repair of cars,		537 99
Repair of electric equipment of cars,		350 29

Transportation expenses:		
Cost of electric motive power,		$214 38
Wages and compensation of persons employed in conducting transportation,		3,547 75
TOTAL OPERATING EXPENSES,		$6,958 60

PROPERTY ACCOUNTS.

Additions to railway: legal expenses,		$760 54
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$760 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$56,154 83	
Electric line construction, including poles, wiring, feeder lines, etc.,	6,809 76	
Interest accrued during construction of railway,	521 51	
Engineering and other expenses incident to construction,	11,272 62	
TOTAL COST OF RAILWAY OWNED,		$74,758 72
Cost of equipment:		
Cars and other rolling stock,	$6,203 84	
Electric equipment of same,	4,792 95	
TOTAL COST OF EQUIPMENT OWNED,		10,996 79
Cost of land and buildings:		
Electric power stations, including equipment,	$8,853 04	
Other buildings necessary for operation of railway,	604 17	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,457 21
Other permanent property:		
Water power,	$80,354 22	
Laidley land,	2,200 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		82,554 22
TOTAL PERMANENT INVESTMENTS,		$177,766 94
Cash and current assets:		
Cash,	$53 62	
Bills and accounts receivable,	2,023 63	
TOTAL CASH AND CURRENT ASSETS,		2,077 25
Profit and loss balance (deficit),		6,877 21
TOTAL,		$186,721 40

Liabilities.		Cr.
Capital stock,		$100,000 00
Funded debt,		35,000 00
Real estate mortgages,		10,000 00
Current liabilities:		
Loans and notes payable,	$38,107 82	
Audited vouchers and accounts,	2,698 18	
Total Current Liabilities,		40,806 00
Accrued liabilities: interest accrued and not yet due,		915 40
Total,		$186,721 40

Capital Stock.		
Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	97	
Number of stockholders in Massachusetts,	93	
Amount of stock held in Massachusetts,	$94,850 00	

Real Estate Mortgages.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Power plant,	5	Jan. 1, 1924,	$10,000 00	$500 00

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Jan. 1, 1924,	$35,000 00	$1,750 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	59,532
Number carried per mile of main railway track operated,	10,073
Number of car miles run,	30,412
Average number of persons employed,	5

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	3	–	3	3	6
Open passenger cars,	1	1	2	–	2
Total,	4	1	5	3	8
Cars — Other Service.					
Box freight cars,	–	4	–	–	–
Platform freight cars,	–	5	–	–	–
Work cars,	–	1	–	–	–
Total,	–	10	–	–	–
Snow ploughs,	1	–	–	–	2

Railway Owned and Operated (by Electric Power).

Length of railway line,	5.910 miles.
Length of sidings, switches, etc.,	.520 "
Total, computed as single track,	6.430 "

Names of the several cities and towns in which the railways operated by the company are located: Conway and Deerfield.

Corporate Name and Address of the Company.

CONWAY ELECTRIC STREET RAILWAY COMPANY,

Conway, Mass.

Names and Business Address of Principal Officers.

John B. Packard, *President*, Conway, Mass. Arthur C. Guilford, *Treasurer*, Conway, Mass. John B. Laidley, *Clerk of Corporation and General Manager*, Conway, Mass. A. P. Delabarre, *Auditor*, Conway, Mass.

Names and Residence of Board of Directors.

John B. Packard, Conway, Mass. Emery Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Delabarre, Conway, Mass. Fred A. Delabarre, Conway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN PACKARD,
FRED A. DELABARRE,
CHARLES PARSONS,
EMERY BROWN,
JOHN B. LAIDLEY,
Directors.
A. C. GUILFORD,
Treasurer.
JOHN B. LAIDLEY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. CONWAY, Nov. 7, 1906. Then personally appeared the above-named John Packard, Fred A. Delabarre, Charles Parsons, Emery Brown and John B. Laidley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWIN T. COOK,
Notary Public.

REPORT

OF THE

COTTAGE CITY & EDGARTOWN TRACTION COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$5,461 35
Operating expenses,			4,066 46
GROSS INCOME ABOVE OPERATING EXPENSES,			$1,394 89
Charges upon income accrued during the year:			
Interest and discount on unfunded debts and loans,		$150 06	
Taxes, State and local,		116 85	
Rentals of leased railways: Martha's Vineyard Street Railway lease,		280 00	
Other deductions from income:			
For equipment of new cars,	$617 77		
Paid on note,	300 00		
		917 77	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			1,464 68
Deficit for the year ending September 30, 1906,			$69 79
Amount of surplus September 30, 1905,			115 19
TOTAL SURPLUS SEPTEMBER 30, 1906,			$45 40
EARNINGS FROM OPERATION.			
Receipts from passengers carried,			$5,461 35
GROSS EARNINGS FROM OPERATION,			$5,461 35
EXPENSES OF OPERATION.			
General expenses:			
General office expenses and supplies,			$72 71
Insurance,			68 40
Maintenance of roadway and buildings:			
Repair of roadbed and track,			511 69
Repair of electric line construction,			84 97
Maintenance of equipment: repair of electric equipment of cars,			504 22

Transportation expenses:	
Cost of electric motive power,	$1,000 00
Wages and compensation of persons employed in conducting transportation,	1,824 47
TOTAL OPERATING EXPENSES,	$4,066 46

PROPERTY ACCOUNTS.

Additions to equipment: additional cars (3 in number),	$4,350 00
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): taken from cost of roadbed,	300 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	$4,050 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$39,424 13	
Electric line construction, including poles, wiring, feeder lines, etc.,	6,000 00	
TOTAL COST OF RAILWAY OWNED,		$45,424 13
Cost of equipment:		
Cars and other rolling stock,	$6,500 00	
Electric equipment of same,	3,517 48	
Other items of equipment,	733 61	
TOTAL COST OF EQUIPMENT OWNED,		10,751 09
Cost of land and buildings:		
Land necessary for operation of railway,	$2,500 00	
Electric power stations, including equipment,	1,083 85	
Other buildings necessary for operation of railway,	1,161 75	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,745 60
TOTAL PERMANENT INVESTMENTS,		$60,920 82
Cash and current assets:		
Cash,	$441 57	
Bills and accounts receivable,	1,500 00	
TOTAL CASH AND CURRENT ASSETS,		1,941 57
Miscellaneous assets: materials and supplies,		383 01
TOTAL,		$63,245 40

LIABILITIES.	CR.
Capital stock,	$60,000 00
Current liabilities:	
Loans and notes payable, $1,500 00	
Audited vouchers and accounts, 1,700 00	
TOTAL CURRENT LIABILITIES,	3,200 00
Profit and loss balance (surplus),	45 40
TOTAL,	$63,245 40

Capital Stock.		
Capital stock authorized by law,	$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	$60,000 00	

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	109,367
Number carried per mile of main railway track operated,	16,956
Number of car miles run,	17,888
Average number of persons employed,	10

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Number of Motors.
Cars — Passenger Service.			
Box passenger cars,	2	-	-
Open passenger cars,	7	-	-
Total,	9	-	8
Cars — Other Service.			
Work cars,	-	1	-
Other cars,	-	1	-
Total,	-	2	-

Miscellaneous Equipment.

Highway vehicles: tower wagon,	1

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Held under Lease or Contract.	Total Owned, Leased, etc.
	Miles.	Miles.	Miles.
Length of railway line,	5.350	1.100	6.450
Length of sidings, switches, etc.,	.500	-	.500
Total, Computed as Single Track,	5.850	1.100	6.950

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, ...	1.000 mile.

Names of the several cities and towns in which the railways operated by the company are located: Cottage City and Tisbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COTTAGE CITY & EDGARTOWN TRACTION COMPANY,

COTTAGE CITY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Andrew A. Highlands, *President*, 15 State Street, Boston, Mass. Charles Jackson, *Vice-President*, 19 Congress Street, Boston, Mass. Allen A. Brown, *Treasurer and Clerk of Corporation*, 30 Kilby Street, Boston, Mass. A. A. Highlands, *General Counsel*, Brookline, Mass. Edwin R. Frasier, *General Manager and Superintendent*, Cottage City, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Andrew A. Highlands, Brookline, Mass. Charles Jackson, Boston, Mass. Allen A. Brown, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ANDREW A. HIGHLANDS,
ALLEN A. BROWN,
Directors.
ALLEN A. BROWN,
Treasurer.
EDWIN R. FRASIER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 23, 1906. Then personally appeared the above-named Andrew A. Highlands, Allen A. Brown and Edwin R. Frasier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALBERT GARCEAU,
Notary Public.

REPORT

OF THE

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$175,203 83
Operating expenses,		107,092 12
GROSS INCOME ABOVE OPERATING EXPENSES,		$68,111 71
Charges upon income accrued during the year:		
Interest on funded debt,	$4,500 00	
Taxes, State and local,	$3,886 19	
Taxes, commutation,	3,095 85	
	6,982 04	
Payments to sinking and other special funds: reserve for depreciation,	1,500 00	
Other deductions from income: Lincoln Park expenses,	3,548 03	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		16,530 07
NET DIVISIBLE INCOME,		$51,581 64
Dividends declared (6 per cent on $150,000),	$9,000 00	
Dividends declared (2 per cent on $262,500),	5,250 00	
TOTAL DIVIDENDS DECLARED,		14,250 00
Surplus for the year ending September 30, 1906,		$37,331 64
Amount of surplus September 30, 1905,		75,683 90
Debits to profit and loss account during the year:		
Construction, $16,541.53; electric line construction, $10,872.76,	$27,414 29	
Car account, $8,959 51: electric equipment of cars, $19,525.58,	28,485 09	
Registers,	208 75	
TOTAL DEBITS,		56,108 13
TOTAL SURPLUS SEPTEMBER 30, 1906,		$56,907 41

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$152,910 69
Receipts from carriage of mails,	1,551 61
Receipts from carriage of freight,	20,411 53
Receipts from advertising in cars,	330 00
GROSS EARNINGS FROM OPERATION,	$175,203 83

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$4,304 30
General office expenses and supplies,		116 35
Insurance,		1,430 25
Other general expenses,		662 21
Maintenance of roadway and buildings:		
Repair of roadbed and track,		503 79
Repair of electric line construction,		595 11
Maintenance of equipment:		
Repair of cars,		5,233 33
Repair of electric equipment of cars,		1,498 90
Transportation expenses:		
Wages and compensation of persons employed in conducting transportation,		21,042 32
Removal of snow and ice,		40 94
Damages for injuries to persons and property,		2,514 45
Tolls for trackage over other railways,		48,548 86
Rentals of buildings and other property,		1,455 59
Other transportation expenses,		19,145 72
Total Operating Expenses,		$107,092 12
Property Accounts.		
Additions to railway:		
Extension of tracks (length, 10,412 feet),	$42,917 58	
New electric line construction (length, 10,412 feet),	2,995 41	
Other additions to railway: interest accrued during construction,	2,422 73	
Total Additions to Railway,		$48,335 72
Additions to equipment:		
Additional cars,	$2,005 17	
Electric equipment of same,	21,148 73	
Other additions to equipment: registers,	360 00	
Total Additions to Equipment,		23,513 90
Additions to land and buildings: new buildings necessary for operation of railway,		262 30
Additions to other permanent property: Lincoln Park,		1,916 26
Total Additions to Property Accounts,		$74,028 18
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Construction,	$16,918 97	
Electric line construction,	10,979 00	
Car account,	8,959 51	
Electric equipment of cars,	19,525 58	
Registers,	208 75	
Buildings,	452 68	
Total Deductions from Property Accounts,		57,044 49
Net Additions to Property Accounts for the Year,		$16,983 69

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$232,151 95	
Electric line construction, including poles, wiring, feeder lines, etc.,	83,598 62	
Interest accrued during construction of railway,	3,900 81	
TOTAL COST OF RAILWAY OWNED,		$319,651 38
Cost of equipment:		
Cars and other rolling stock,	$56,053 49	
Electric equipment of same,	53,091 03	
Other items of equipment: registers,	626 25	
TOTAL COST OF EQUIPMENT OWNED,		109,770 77
Cost of land and buildings: buildings necessary for operation of railway,		1,837 97
Other permanent property: Lincoln Park,		22,282 76
TOTAL PERMANENT INVESTMENTS,		$453,542 88
Cash and current assets:		
Cash,	$4,008 35	
Bills and accounts receivable,	63,387 41	
Other cash and current assets: prepaid insurance,	402 50	
TOTAL CASH AND CURRENT ASSETS,		67,798 26
Miscellaneous assets: materials and supplies,		1,003 75
TOTAL,		$522,344 89

LIABILITIES.	CR.	
Capital stock,		$262,500 00
Funded debt,		90,000 00
Current liabilities:		
Audited vouchers and accounts,	$5,452 44	
Miscellaneous current liabilities: outstanding tickets, etc.,	61 67	
TOTAL CURRENT LIABILITIES,		5,514 11
Accrued liabilities: taxes accrued and not yet due,		7,289 48
Sinking and other special funds: reserve for depreciation,		21,383 89
Premiums received from stockholders,		78,750 00
Profit and loss balance (surplus),		56,907 41
TOTAL,		$522,344 89

CAPITAL STOCK.

Capital stock authorized by law,	$262,500 00	
Capital stock authorized by votes of company,	262,500 00	
Capital stock issued and outstanding,		$262,500 00
Number of shares issued and outstanding,	2,625	
Number of stockholders,	92	
Number of stockholders in Massachusetts,	84	
Amount of stock held in Massachusetts,	$151,200 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage coupon (may be registered) 20-year gold bonds, . .	5	April 1, 1915,	$90,000 00	$4,500 00

Sinking and Other Special Funds.

Amount September 30, 1905, of reserve for depreciation fund,	$16,309 02
Additions during the year to reserve for depreciation fund, .	5,527 55
Total, including Additions, ...	$21,836 57
Deductions during the year from reserve for depreciation fund,	452 68
Total Sinking and Other Special Funds September 30, 1906, ...	$21,383 89

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,039,865
Number carried per mile of main railway track operated, .	101,241
Number of car miles run, ...	440,590
Average number of persons employed, ...	65

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars, ...	11	–	11	11	–
Open passenger cars, ...	12	–	12	–	–
Total, ...	23	–	23	11	146
Cars — Other Service.					
Platform freight cars, ...	2	–	–	–	–
Work cars, ...	1	6	–	–	–
Total, ...	3	6	–	–	–
Snow ploughs, ...	2	–	–	–	–

Miscellaneous Equipment.

Railway rolling stock: track velocipede, ...	1
Other items of equipment: track and station tools.	

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.200	7.640	16.840
Length of second main track,	8.652	4.534	13.186
Total Length of Main Track,	17.852	12.174	30.026
Length of sidings, switches, etc.,	.204	.467	.671
Total, Computed as Single Track,	18.056	12.641	30.697

Railway Located Outside of Public Ways.

Length of railway line,	.298 mile.

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Dartmouth, Westport and Fall River.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Eastern District, Taunton Division, at North Westport,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	3	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	5	-	5
Totals,	-	1	-	8	-	9

Corporate Name and Address of the Company.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,

Corner Purchase and William streets, New Bedford, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Robert S. Goff, *Clerk of Corporation*, Boston, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Antone L. Sylvia, New Bedford, Mass. Robert S. Goff, Fall River, Mass. Bradford D. Davol, Fall River, Mass. Walter P. Winsor, Fairhaven, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
CLARENCE A. COOK,
THOMAS B. TRIPP,
OLIVER PRESCOTT, JR,
E. S. BROWN,
BRADFORD D. DAVOL,
A. L. SYLVIA,
Directors.
ELTON S. WILDE,
Treasurer.
E. E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 2, 1906. Then personally appeared the above-named Henry H. Crapo, Clarence A. Cook, Thomas B. Tripp, Bradford D. Davol and A. L. Sylvia, on November 1, 1906, and Oliver Prescott, Jr., E. S. Brown, Elton S. Wilde and E. E. Potter, on November 2, 1906, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ISAAC W. PHELPS,
Justice of the Peace.

REPORT

OF THE

DEDHAM & FRANKLIN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$24,641 67
Operating expenses,		19,950 90
GROSS INCOME ABOVE OPERATING EXPENSES,		$4,690 77
Charges upon income accrued during the year:		
Interest on funded debt,	$5,000 00	
Interest and discount on unfunded debts and loans,	369 50	
Taxes, State and local, $136 35		
Taxes, commutation, 224 27		
	360 62	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		5,730 12
Deficit for the year ending September 30, 1906,		$1,039 35
Amount of deficit September 30, 1905,		7,143 33
TOTAL DEFICIT SEPTEMBER 30, 1906,		$8,182 68
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$24,320 37
Receipts from carriage of mails,		199 00
Receipts from advertising in cars,		87 50
Other earnings from operation: chartered cars,		34 80
GROSS EARNINGS FROM OPERATION,		$24,641 67
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$677 86
General office expenses and supplies,		85 32
Insurance,		556 49
Other general expenses:		
Advertising,		9 00
Miscellaneous general expenses,		619 44
Maintenance of roadway and buildings:		
Repair of roadbed and track,		315 47
Repair of electric line construction,		64 45
Repair of buildings,		31 81

Maintenance of equipment:	
Repair of cars,	$1,542 37
Repair of electric equipment of cars,	930 95
Repair of miscellaneous equipment,	230 76
Transportation expenses:	
Cost of electric motive power,	6,957 61
Wages and compensation of persons employed in conducting transportation,	6,589 93
Removal of snow and ice,	96 89
Damages for injuries to persons and property,	153 99
Other transportation expenses:	
Car service supplies and expenses,	407 25
Cleaning, oiling and sanding track,	681 31
TOTAL OPERATING EXPENSES,	$19,950 90

PROPERTY ACCOUNTS.

Additions to railway: straightening track,	$550 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	$550 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$95,604 71	
Electric line construction, including poles, wiring, feeder lines, etc.,	21,979 24	
TOTAL COST OF RAILWAY OWNED,		$117,583 95
Cost of equipment:		
Cars and other rolling stock,	$13,524 12	
Electric equipment of same,	7,125 45	
Other items of equipment: office furniture,	369 74	
TOTAL COST OF EQUIPMENT OWNED,		21,019 31
Cost of land and buildings:		
Land necessary for operation of railway,	$806 25	
Electric power stations, including equipment,	13,250 00	
Other buildings necessary for operation of railway,	22,190 49	
TOTAL COST OF LAND AND BUILDINGS OWNED,		36,246 74
TOTAL PERMANENT INVESTMENTS,		$174,850 00
Cash and current assets:		
Cash,	$2,235 42	
Bills and accounts receivable,	14 54	
Other cash and current assets: prepaid insurance,	323 54	
TOTAL CASH AND CURRENT ASSETS,		2,573 50
Miscellaneous assets: materials and supplies,		1,367 10
Profit and loss balance (deficit),		8,182 68
TOTAL,		$186,973 28

LIABILITIES.	CR.
Capital stock,	$75,000 00
Funded debt,	100,000 00

Current liabilities:		
Loans and notes payable,	$6,600 00	
Audited vouchers and accounts,	1,866 98	
Miscellaneous current liabilities: outstanding tickets,	82 24	
TOTAL CURRENT LIABILITIES,		$8,549 22
Accrued liabilities: interest accrued and not yet due,		3,424 06
TOTAL,		$186,973 28

CAPITAL STOCK.

Capital stock authorized by law,	$75,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock issued and outstanding,		$75,000 00
Number of shares issued and outstanding,	750	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	$75,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds of the Norfolk Western Street Railway Company,	5	Aug. 1, 1919,	$100,000 00	$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	500,286
Number carried per mile of main railway track operated,	55,104
Number of car miles run,	130,487
Average number of persons employed,	16

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.						
Box passenger cars,	5	5	10	5	5	-
Open passenger cars,	3	-	3	3	-	-
TOTAL,	8	5	13	8	5	12
CARS — OTHER SERVICE.						
Work cars (water car),	1	-	-	-	-	-
Snow ploughs,	2	-	-	-	-	-

Miscellaneous Equipment.

Highway vehicles:	
Tower wagon,	1
Tip cart,	1

Railway Owned and Operated (by Electric Power).

Length of railway line,	9.079 miles.
Length of sidings, switches, etc.,	.371 "
Total, computed as single track,	9.450 "

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Westwood, Walpole, Dover and Medfield.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
Totals,	-	-	-	3	-	3

Corporate Name and Address of the Company.

DEDHAM & FRANKLIN STREET RAILWAY COMPANY,

Westwood, Mass.

Names and Business Address of Principal Officers.

Fred. S. Gore, *President*, 294 Washington Street, Boston, Mass. Edward E. Blodgett, *Vice-President*, 28 State Street, Boston, Mass. Charles N. Chase, *Treasurer and Clerk of Corporation*, 28 State Street, Boston, Mass. Walter E. Gardner, *Superintendent*, Westwood, Mass.

Names and Residence of Board of Directors.

Fred. S. Gore, Dorchester, Mass. John R. Graham, Quincy, Mass. Edward E. Blodgett, Brookline, Mass. Hiram M. Burton, Winchester, Mass. James A. Fitton, Dorchester, Mass. Robert E. Goodwin, Concord, Mass. Charles N. Chase, Stoughton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED. S. GORE,
EDWARD E. BLODGETT,
CHARLES N. CHASE,
HIRAM M. BURTON,
JAMES A. FITTON,
Directors.
CHARLES N. CHASE,
Treasurer.
WALTER E. GARDNER,
Superintendent.

Commonwealth of Massachusetts.

Suffolk, ss. Nov. 7, 1906. Then personally appeared the above-named Fred. S. Gore, Edward E. Blodgett, Charles N. Chase, Hiram M. Burton, and James A. Fitton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FREDERICK W. EATON,
Justice of the Peace.

REPORT

OF THE

EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Boston & Northern.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	$30,000 00
Income from other sources: interest,	44 80
GROSS INCOME,	$30,044 80
Dividends declared (10 per cent),	29,770 00
Surplus for the year ending September 30, 1906,	$274 80
Amount of deficit September 30, 1905,	10,470 49
TOTAL DEFICIT SEPTEMBER 30, 1906,	$10,195 69

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.	
ASSETS.	DR.
Cost of railway,	$344,518 03
Cost of equipment,	102,105 79
Cost of land and buildings,	58,662 11
TOTAL PERMANENT INVESTMENTS,	$505,285 93
Cash and current assets: cash,	2,276 38
Miscellaneous assets: office furniture,	222 00
Profit and loss balance (deficit),	10,195 69
TOTAL,	$517,980 00
LIABILITIES.	CR.
Capital stock,	$297,700 00
Funded debt,	220,000 00
Current liabilities: dividends not called for,	280 00
TOTAL,	$517,980 00

CAPITAL STOCK.

Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$297,700 00
Number of shares issued and outstanding,	2,977	
Number of stockholders,	117	
Number of stockholders in Massachusetts,	103	
Amount of stock held in Massachusetts,	$261,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Plain bonds,	5	Sept. 1, 1918,	$120,000 00	$6,000 00*
Plain bonds,	4	Jan. 1, 1922,	100,000 00	4,000 00*
TOTALS,			$220,000 00	$10,000 00

RAILWAY OWNED.

Length of railway line,	16.009 miles.
Length of second main track,	2.582 "
Total length of main track,	18.591 "
Length of sidings, switches, etc.,	.803 "
Total, computed as single track,	19.394 "

Names of the several cities and towns in which the railway owned by the company is located: Woburn, Stoneham, Melrose, Malden, Revere and Saugus.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

ROOM 803, 60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John S. Bartlett, *President*, 53 State Street, Boston, Mass. Charles H. Newhall, *Vice-President*, Lynn, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 60 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Amos F. Breed, Lynn, Mass. Elwin C. Foster, New Orleans, La. Frank H. Monks, Brookline, Mass. Bentley W. Warren, Williamstown, Mass.

* Paid by lessee.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. S. BARTLETT,
AMOS F. BREED,
CHARLES H. NEWHALL,
FRANK H. MONKS,
BENTLEY W. WARREN,
Directors.
E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 5, 1906. Then personally appeared the above-named Bentley W. Warren, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CLEMENT R. LAMSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 9, 1906. Then personally appeared the above-named J. S. Bartlett, Amos F. Breed, Charles H. Newhall, Frank H. Monks and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES A. STONE,
Justice of the Peace.

REPORT

OF THE

EAST TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$37,303 82
Operating expenses,		23,617 65
GROSS INCOME ABOVE OPERATING EXPENSES,		$13,686 17
Charges upon income accrued during the year:		
Interest on funded debt,	$2,250 00	
Interest and discount on unfunded debts and loans,	18 76	
Taxes, State and local,	2,284 11	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		4,552 87
NET DIVISIBLE INCOME,		$9,133 30
Dividends declared (5 per cent),		5,500 00
Surplus for the year ending September 30, 1906,		$3,633 30
Amount of surplus September 30, 1905,		17,488 90
TOTAL SURPLUS SEPTEMBER 30, 1906,		$21,122 20

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$37,141 17
Receipts from tolls for use of tracks by other companies,	28 00
Receipts from advertising in cars,	100 00
Other earnings from operation: old scrap,	34 65
GROSS EARNINGS FROM OPERATION,	$37,303 82

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$700 00
General office expenses and supplies,	36 70
Legal expenses,	200 00

General expenses — *Concluded.*	
Insurance,	$338 50
Other general expenses: printing and miscellaneous expenses,	339 02
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,142 81
Repair of electric line construction,	271 62
Repair of buildings,	41 11
Maintenance of equipment:	
Repair of cars,	1,253 86
Repair of electric equipment of cars,	834 12
Transportation expenses:	
Cost of electric motive power,	6,058 08
Wages and compensation of persons employed in conducting transportation,	7,595 36
Removal of snow and ice,	202 19
Damages for injuries to persons and property,	342 10
Tolls for trackage over other railways,	443 60
Rentals of buildings and other property,	1,175 02
Other transportation expenses: flagmen and miscellaneous car expenses,	643 56
TOTAL OPERATING EXPENSES,	$23,617 65

PROPERTY ACCOUNTS.

Additions to equipment: electric equipment (motors),	$1,036 28
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sundry equipment,	22 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	$1,014 28

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$93,539 16	
Electric line construction, including poles, wiring, feeder lines, etc.,	47,341 04	
Interest accrued during construction of railway,	1,027 82	
Engineering and other expenses incident to construction,	6,391 55	
TOTAL COST OF RAILWAY OWNED,		$148,299 57
Cost of equipment:		
Cars and other rolling stock,	$12,558 95	
Electric equipment of same,	8,874 25	
Other items of equipment: sundry equipment,	1,427 60	
TOTAL COST OF EQUIPMENT OWNED,		22,860 80
Cost of land and buildings:		
Land necessary for operation of railway,	$1,154 30	
Buildings necessary for operation of railway,	5,096 72	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,251 02
TOTAL PERMANENT INVESTMENTS,		$177,411 39

Cash and current assets:		
Cash,	$1,975 00	
Bills and accounts receivable,	173 42	
TOTAL CASH AND CURRENT ASSETS,		$2,148 42
TOTAL,		$179,559 81

LIABILITIES.	CR.	
Capital stock,		$110,000 00
Funded debt,		45,000 00
Current liabilities:		
Audited vouchers and accounts,	$783 05	
Salaries and wages,	167 95	
Miscellaneous current liabilities: conductors' deposits,	15 00	
TOTAL CURRENT LIABILITIES,		966 00
Accrued liabilities:		
Interest accrued and not yet due,	$187 50	
Taxes accrued and not yet due,	2,284 11	
TOTAL ACCRUED LIABILITIES,		2,471 61
Profit and loss balance (surplus),		21,122 20
TOTAL,		$179,559 81

CAPITAL STOCK.		
Capital stock authorized by law,	$110,000 00	
Capital stock authorized by votes of company,	110,000 00	
Capital stock issued and outstanding,		$110,000 00
Number of shares issued and outstanding,	1,100	
Number of stockholders,	64	
Number of stockholders in Massachusetts,	64	
Amount of stock held in Massachusetts,	$110,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	March 1, 1920,	$45,000 00	$2,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	766,789
Number carried per mile of main railway track operated,	68,171
Number of car miles run,	157,204
Average number of persons employed,	15

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	3	3	3	-
Open passenger cars,	4	4	-	-
Total,	7	7	3	18
Cars — Other Service.				
Other cars (sand car),	1	-	-	-
Snow ploughs,	2	-	-	-

Miscellaneous Equipment.

Other railway rolling stock: trolley wagon,	1

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	10.524	.724	11.248
Length of sidings, switches, etc.,	.176	-	.176
Total, Computed as Single Track,	10.700	.724	11.424

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Lakeville and Middleborough.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

Corporate Name and Address of the Company.

EAST TAUNTON STREET RAILWAY COMPANY,

23 Summer Street, Taunton, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Michael A. Cavanaugh, *President*, 103 Beverly Street, Boston, Mass. Thomas F. Cavanaugh, *Vice-President*, 26 Court Street, Taunton, Mass. Joseph B. Murphy, *Treasurer*, 23 Summer Street, Taunton, Mass. James P. Dunn, *Clerk of Corporation, General Manager and Superintendent*, 172 Cohannet Street, Taunton, Mass. Arthur M. Alger, *General Counsel*, 9 Court Street, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Michael A. Cavanaugh, corner Healey and Herrishoff streets, Roxbury, Mass. Thomas F. Cavanaugh, 16 Hodges Avenue, Taunton, Mass. Joseph B. Murphy, 23 Summer Street, Taunton, Mass. James P. Dunn, 172 Cohannet Street, Taunton, Mass. Stephen F. O'Hara, Middleborough, Mass. Charles R. Richmond, Middleborough Avenue, East Taunton, Mass. Henry P. Nawn, 43 Brunswick Street, Roxbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICHAEL A. CAVANAUGH,
THOS. F. CAVANAUGH,
JOSEPH B. MURPHY,
JAMES P. DUNN,
STEPHEN F. O'HARA,
CHARLES R. RICHMOND,
HENRY P. NAWN,
Directors.

JOSEPH B. MURPHY,
Treasurer.

JAMES P. DUNN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Nov. 3, 1906. Then personally appeared the above-named Michael A. Cavanaugh, Thomas F. Cavanaugh, Joseph B. Murphy, James P. Dunn, Stephen F. O'Hara, Charles R. Richmond and Henry P. Nawn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, RICHARD P. COUGHLIN,
Justice of the Peace.

REPORT

OF THE

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$250,997 02
Operating expenses,		157,834 46
NET EARNINGS FROM OPERATION,		$93,162 56
Miscellaneous income: Whalom Park,		28,907 05
GROSS INCOME ABOVE OPERATING EXPENSES,		$122,069 61
Charges upon income accrued during the year:		
Interest on funded debt,	$19,250 00	
Interest and discount on unfunded debts and loans,	23,067 45	
Taxes, State and local, $10,457 44		
Taxes, commutation, 3,622 71		
	14,080 15	
Other deductions from income: Whalom Park,	26,791 28	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		83,188 88
NET DIVISIBLE INCOME,		$38,880 73
Dividends declared (6 per cent),		27,000 00
Surplus for the year ending September 30, 1906,		$11,880 73
Amount of surplus September 30, 1905,		21,073 92
Debits to profit and loss account during the year: paid on account of accidents occurring previous to September 30, 1905,		13,002 67
TOTAL SURPLUS SEPTEMBER 30, 1906,		$19,951 98

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$250,256 42
Receipts from carriage of mails,	20 60
Receipts from advertising in cars,	720 00
GROSS EARNINGS FROM OPERATION,	$250,997 02

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$9,523 98
General office expenses and supplies,		3,605 65
Legal expenses,		8 00
Insurance,		2,011 54
Other general expenses: miscellaneous entertainments,		162 70
Maintenance of roadway and buildings:		
Repair of roadbed and track,		11,548 57
Repair of electric line construction,		3,011 94
Repair of buildings,		391 06
Maintenance of equipment:		
Repair of cars,		8,412 71
Repair of electric equipment of cars,		4,759 51
Repair of miscellaneous equipment,		757 34
Provender and stabling,		1,700 80
Transportation expenses:		
Cost of electric motive power, $31,480.18; less power sold, $500.40; net,		30,979 78
Wages and compensation of persons employed in conducting transportation,		53,783 84
Removal of snow and ice,		625 09
Damages for injuries to persons and property,		13,333 04
Rentals of other property,		1,566 23
Other transportation expenses:		
Miscellaneous car house expense,		6,299 88
Printing tickets, lamps, grease and oil, cleaning and sanding track, etc.,		5,352 80
Total Operating Expenses,		$157,834 46
Property Accounts.		
Additions to railway:		
Betterments of track and roadway,	$3,310 00	
New electric line construction,	444 94	
Total Additions to Railway,		$3,754 94
Additions to equipment:		
Additional equipment of cars,	$5,893 21	
Other additions to equipment:		
Miscellaneous,	217 29	
Horses,	335 00	
Total Additions to Equipment,		6,445 50
Additions to land and buildings:		
Additional land necessary for operation of railway,	$1,702 25	
New electric power stations, including machinery, etc.,	47,055 10	
Total Additions to Land and Buildings,		48,757 35
Additions to other permanent property: Whalom Park property additions,		13,758 01
Total Additions to Property Accounts,		$72,715 80

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Wire sold,	$1,094 71	
Wagon and sleigh sold,	95 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		$1,189 71
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$71,526 09

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$686,966 80	
Electric line construction, including poles, wiring, feeder lines, etc.,	98,137 97	
Interest accrued during construction of railway,	4,677 78	
Engineering and other expenses incident to construction,	19,141 50	
TOTAL COST OF RAILWAY OWNED,		$808,924 05
Cost of equipment:		
Cars and other rolling stock,	$191,888 27	
Other items of equipment:		
Horses,	1,040 00	
General equipment,	11,296 28	
TOTAL COST OF EQUIPMENT OWNED,		204,224 55
Cost of land and buildings:		
Land necessary for operation of railway,	$21,513 92	
Electric power stations, including equipment,	143,635 71	
Other buildings necessary for operation of railway,	24,259 21	
TOTAL COST OF LAND AND BUILDINGS OWNED,		189,408 84
Other permanent property:		
Fitchburg Park Company stock,	$125 00	
Whalom Park property,	96,740 08	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		96,865 08
TOTAL PERMANENT INVESTMENTS,		$1,299,422 52
Cash and current assets:		
Cash,	$5,580 77	
Bills and accounts receivable,	2,140 29	
TOTAL CASH AND CURRENT ASSETS,		7,721 06
Miscellaneous assets: materials and supplies,		45,303 08
TOTAL,		$1,352,446 66

Liabilities.		Cr.
Capital stock,		$450,000 00
Funded debt,		400,000 00
Current liabilities:		
Loans and notes payable,	$475,000 00	
Audited vouchers and accounts,	2,631 45	
Miscellaneous current liabilities: tickets issued but not redeemed,	804 78	
Total Current Liabilities,		478,436 23
Accrued liabilities:		
Interest accrued and not yet due,	$2,694 76	
Taxes accrued and not yet due,	1,363 69	
Total Accrued Liabilities,		4,058 45
Profit and loss balance (surplus),		19,951 98
Total,		$1,352,446 66

Capital Stock.		
Capital stock authorized by law,	$450,000 00	
Capital stock authorized by votes of company,	450,000 00	
Capital stock issued and outstanding,		$450,000 00
Number of shares issued and outstanding,	4,500	
Number of stockholders,	125	
Number of stockholders in Massachusetts,	120	
Amount of stock held in Massachusetts,	$440,700 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	April 1, 1917,	$150,000 00	$7,500 00
Consolidated mortgage bonds,	4½	Feb. 1, 1921,	150,000 00	6,750 00
Leominster, Shirley & Ayer Street Railway Company first mortgage bonds,	5	Feb. 1, 1921,	100,000 00	5,000 00
Totals,			$400,000 00	$19,250 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	5,071,951
Number carried per mile of main railway track operated,	129,947
Number of car miles run,	1,001,964
Average number of persons employed,	100

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	23	-	23	23	-
Open passenger cars,	30	-	30	-	-
Total,	53	-	53	23	117
Cars — Other Service.					
Work cars,	4	1	-	-	-
Snow ploughs,	5	-	-	-	-

Miscellaneous Equipment.

Highway vehicles:	
9 2-horse sleds, 3 1-horse sleds, 1 leveler, 7 tip carts, 1 hose cart, 1 sprinkler, 2 express wagons, 2 tower wagons,	26
1 carriage, 1 wagon, 1 sleigh,	3
Horses,	7
Other items of equipment: office furniture, telephones, punches, etc.	

Railway Owned and Operated (by Electric Power).

Length of railway line,	33.686 miles.
Length of second main track,	5.345 "
Total length of main track,	39.031 "
Length of sidings, switches, etc.,	1.669 "
Total, computed as single track,	40.700 "

Railway Located Outside of Public Ways.

Length of railway line,	6.489 miles.
Length of second main track,	.875 "
Total length of main track,	7.364 "

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster, Lunenburg, Shirley, Harvard and Ayer.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (6 in number), viz.:		
With Boston & Maine Railroad, River Street, Fitchburg (mill siding),	1	2
With Boston & Maine Railroad, River Street, Fitchburg (mill siding),	1	2
With Boston & Maine Railroad, River Street, Fitchburg (mill siding),	1	2
With Boston & Maine Railroad, River Street, Fitchburg (mill siding),	1	2
With New York, New Haven & Hartford Railroad, Main Street, Fitchburg (mill siding),	1	2
With New York, New Haven & Hartford Railroad, Main Street, Leominster,	2	1
Total Number of Tracks at Crossings,	7	11

Number of above crossings at which *frogs* are inserted in the tracks, . 6

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	34	-	21	-	55
Employees,	-	23	-	1	-	24
Other persons,	-	1	-	9	-	10
Totals,	-	58	-	31	-	89

Corporate Name and Address of the Company.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,

Fitchburg, Mass.

Names and Business Address of Principal Officers.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Baker & Hall, *General Counsel*, Fitchburg, Mass. Eliab Parker, *Auditor*, Devonshire Street, Boston, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

Names and Residence of Board of Directors.

Henry A. Willis, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. Wesley W. Sargent, Fitchburg, Mass. George E. Clifford, Fitchburg, Mass. George N. Proctor, Fitchburg, Mass. Manson D. Haws, North Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. WILLIS,
HERBERT I. WALLACE,
CHARLES F. BAKER,
MANSON D. HAWS,
GEORGE N. PROCTOR,
WESLEY W. SARGENT,
Directors.
ROBERT N. WALLIS,
Treasurer.
WESLEY W. SARGENT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 5, 1906. Then personally appeared the above-named Henry A. Willis, Herbert I. Wallace, Charles F. Baker, Manson D. Haws, George N. Proctor, Wesley W. Sargent, and Robert N. Wallis and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILBUR B. TENNEY,
Justice of the Peace.

REPORT

OF THE

GARDNER, WESTMINSTER AND FITCHBURG STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$68,620 90
Operating expenses,		41,358 38
NET EARNINGS FROM OPERATION,		$27,262 52
Miscellaneous income: use of park,		1,116 05
GROSS INCOME ABOVE OPERATING EXPENSES,		$28,378 57
Charges upon income accrued during the year:		
Interest on funded debt (14 months),	$8,750 00	
Interest and discount on unfunded debts and loans,	3,553 93	
Taxes, State and local,	2,115 81	
Other deductions from income: amusement expense,	2,847 70	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		17,267 44
Surplus for the year ending September 30, 1906,		$11,111 13
Amount of surplus September 30, 1905,		3,161 85
TOTAL SURPLUS SEPTEMBER 30, 1906,		$14,272 98

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$64,689 20
Receipts from carriage of mails,	343 60
Receipts from carriage of freight,	985 24
Receipts from advertising in cars,	300 00
Other earnings from operation: use of cars,	1,332 43
Receipts from special cars,	970 43
GROSS EARNINGS FROM OPERATION,	$68,620 90

Expenses of Operation.	
General expenses:	
Salaries of general officers and clerks,	$2,656 00
General office expenses and supplies,	1,245 31
Legal expenses,	628 00
Insurance,	1,741 20
Other general expenses,	515 13
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,098 36
Repair of electric line construction,	525 37
Repair of buildings,	192 91
Maintenance of equipment:	
Repair of cars,	1,770 93
Repair of electric equipment of cars,	1,755 13
Transportation expenses:	
Cost of electric motive power,	9,148 01
Wages and compensation of persons employed in conducting transportation,	13,575 35
Removal of snow and ice,	194 23
Damages for injuries to persons and property,	3,180 21
Other transportation expenses,	1,132 24
Total Operating Expenses,	$41,358 38

General Balance Sheet September 30, 1906.

Assets.	Dr.	
Cost of railway:		
Roadbed and tracks,	$165,702 22	
Electric line construction, including poles, wiring, feeder lines, etc.,	44,391 56	
Interest accrued during construction of railway,	1,267 74	
Engineering and other expenses incident to construction,	10,000 00	
Other items of railway cost,	13,700 00	
Telephone line,	3,000 00	
Total Cost of Railway Owned,		$238,061 52
Cost of equipment:		
Cars and other rolling stock,	$32,625 05	
Electric equipment of same,	27,204 96	
Total Cost of Equipment Owned,		59,830 01
Cost of land and buildings:		
Land necessary for operation of railway,	$3,902 93	
Electric power stations, including equipment,	59,328 56	
Other buildings necessary for operation of railway,	10,832 53	
Total Cost of Land and Buildings Owned,		74,064 02
Other permanent property: pleasure grounds,		22,907 94
Total Permanent Investments,		$394,863 49

Cash and current assets:		
Cash,	$7,783 71	
Bills and accounts receivable,	470 50	
Other cash and current assets: prepaid insurance,	673 37	
TOTAL CASH AND CURRENT ASSETS,		$8,927 58
Miscellaneous assets: materials and supplies,		8,519 58
TOTAL,		$412,310 65

LIABILITIES.		CR.
Capital stock,		$185,000 00
Funded debt,		150,000 00
Current liabilities:		
Loans and notes payable,	$60,000 00	
Audited vouchers and accounts,	1,787 67	
TOTAL CURRENT LIABILITIES,		61,787 67
Accrued liabilities: interest accrued and not yet due,		1,250 00
Profit and loss balance (surplus),		14,272 98
TOTAL,		$412,310 65

CAPITAL STOCK.

Capital stock authorized by law,	$185,000 00	
Capital stock authorized by votes of company,	185,000 00	
Capital stock issued and outstanding,		$185,000 00
Number of shares issued and outstanding,	1,850	
Number of stockholders,	72	
Number of stockholders in Massachusetts,	70	
Amount of stock held in Massachusetts,	$183,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Feb. 1, 1920,	$150,000 00	$7,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,336,954
Number carried per mile of main railway track operated,	86,122
Number of car miles run,	263,959
Average number of persons employed,	45

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	9	9	9	18
Open passenger cars,	12	12	-	24
Total,	21	21	9	42
Cars — Other Service.				
Box freight cars (coal),	2	-	-	-
Platform freight cars (construction),	1	-	-	-
Total,	3	-	-	-
Snow ploughs,	2	-	-	-

Miscellaneous Equipment.

Highway vehicles: tower wagon,	1

Railway Owned and Operated (by Electric Power).

Length of railway line,	15.524 miles.
Length of sidings, switches, etc.,	.760 "
Total, computed as single track,	16 284 "

Names of the several cities and towns in which the railways operated by the company are located: Gardner, Westminster and Fitchburg.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (5 in number), viz.:		
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at Park Street, Gardner (1 main, 2 side),	3	1
With freight side track, North Main Street, Gardner,	1	1
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at North Main Street, Gardner (1 main, 2 side),	3	1
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner (known as Kendall's Crossing),	1	1
With Worcester Division of Fitchburg Division, Boston & Maine Railroad at South Main Street, Gardner (known as Sawin's Crossing),	1	1
Total Number of Tracks at Crossings,	9	5

Number of above crossings at which *frogs* are inserted in the tracks, . 5

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	6	-	4	-	10
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	1	-	1
TOTALS, ...	-	6	-	5	-	11

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY CO.,

GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward F. Blodgett, *President*, Leominster, Mass. James A. Stiles, *Treasurer, Clerk of Corporation and General Counsel*, Gardner, Mass. Thomas B. Grimes, *Auditor*, Boston, Mass. Charles A. Jefts, *Superintendent*, Gardner, Mass. Walter R. Dame, *Assistant Treasurer*, Clinton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marcus A. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. George R. Damon, Leominster, Mass. Alexander S. Paton, Leominster, Mass. Albert N. Wood, Leominster, Mass. Walter R. Dame, Clinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD F. BLODGETT,
GEO. R. DAMON,
ALBERT N. WOOD,
JAMES A. STILES,
MARCUS A. COOLIDGE,
WALTER R. DAME,
Directors.
WALTER R. DAME,
Assistant Treasurer.
JAMES A. STILES,
Treasurer.
CHARLES A. JEFTS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 1, 1906. Then personally appeared the above-named Edward F. Blodgett, George R. Damon, Albert N. Wood, James A. Stiles and Marcus A. Coolidge, directors, James A. Stiles, treasurer, and Charles A. Jefts, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WALTER R. DAME,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 1, 1906. Then personally appeared the above-named Walter R. Dame, director, and Walter R. Dame, assistant treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, AMOS T. SAUNDERS,
Notary Public.

REPORT

OF THE

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 28, 1906.

[Consolidated with the Boston & Northern September 28, 1906.]

GENERAL EXHIBIT FOR THE PERIOD.		
Gross earnings from operation,		$71,507 28
Operating expenses,		53,705 39
GROSS INCOME ABOVE OPERATING EXPENSES,		$17,801 89
Charges upon income accrued during the period:		
Interest on funded debt,	$10,750 00	
Interest and discount on unfunded debts and loans,	4,645 52	
Taxes, State and local,	1,366 67	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		16,762 19
Surplus for the period ending September 28, 1906,		$1,039 70
Amount of deficit September 30, 1905,		6,543 94
Debits to profit and loss account during the period: adjustment old accounts,		2,181 66
TOTAL DEFICIT SEPTEMBER 28, 1906,		$7,685 90
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$70,914 47
Receipts from carriage of mails,		200 00
Receipts from rentals of buildings and other property,		15 62
Receipts from advertising in cars,		297 92
Receipts from interest on deposits,		79 27
GROSS EARNINGS FROM OPERATION,		$71,507 28
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$723 00
General office expenses and supplies,		134 17
Legal expenses,		1,000 00

General expenses — *Concluded.*		
Insurance,		$1,468 98
Other general expenses:		
Storeroom expenses,		70 04
Advertising, $36 65; miscellaneous general expense, $697.43,		734 08
Maintenance of roadway and buildings:		
Repair of roadbed and track,		5,293 04
Repair of electric line construction,		1,185 79
Repair of buildings,		72 53
Maintenance of equipment:		
Repair of cars,		1,836 96
Repair of electric equipment of cars,		2,462 42
Repair of miscellaneous equipment,		142 09
Provender and stabling,		125 90
Transportation expenses:		
Cost of electric motive power, $15,283.08; less power sold, $68.20; net,		15,214 88
Wages and compensation of persons employed in conducting transportation,		16,738 68
Removal of snow and ice,		426 71
Damages for injuries to persons and property,		4,254 85
Tolls for trackage over other railways,		717 56
Rentals of buildings and other property,		103 13
Other transportation expenses:		
Miscellaneous car service expense,		300 50
Car service supplies, $138.39; cleaning, oiling and sanding track, $561.69,		700 08
TOTAL OPERATING EXPENSES,		$53,705 39

PROPERTY ACCOUNTS.

Additions to equipment:		
Additional rolling stock,	$2 67	
Other additions to equipment: sundry equipment,	222 73	
TOTAL ADDITIONS TO EQUIPMENT,		$225 40

GENERAL BALANCE SHEET SEPTEMBER 28, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$268,390 45	
Electric line construction, including poles, wiring, feeder lines, etc.,	80,987 82	
Engineering and other expenses incident to construction,	15,007 10	
TOTAL COST OF RAILWAY OWNED,		$364,385 37
Cost of equipment:		
Cars and other rolling stock,	$47,393 33	
Electric equipment of same,	26,786 33	
Other items of equipment:		
Horses,	98 00	
Sundry equipment,	12,576 96	
TOTAL COST OF EQUIPMENT OWNED,		86,854 62

Cost of land and buildings:		
Land necessary for operation of railway,	$2,075 00	
Electric power stations, including equipment,	65,637 16	
Other buildings necessary for operation of railway,	21,974 11	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$89,686 27
TOTAL PERMANENT INVESTMENTS,		$540,926 26
Cash and current assets:		
Cash,	$4,323 90	
Bills and accounts receivable,	2,273 88	
Other cash and current assets:		
Prepaid taxes,	356 60	
Prepaid insurance, $232.09: telephone rentals, $65.63,	297 72	
TOTAL CASH AND CURRENT ASSETS,		7,252 10
Miscellaneous assets: materials and supplies,		6,396 57
Profit and loss balance (deficit),		7,685 90
TOTAL,		$562,260 83

LIABILITIES.		CR.
Capital stock,		$240,000 00
Funded debt,		215,000 00
Current liabilities:		
Loans and notes payable,	$93,500 00	
Audited vouchers and accounts,	5,750 03	
Miscellaneous current liabilities: outstanding tickets,	222 36	
TOTAL CURRENT LIABILITIES,		99,472 39
Accrued liabilities: interest accrued and not yet due,		3,145 83
Sinking and other special funds: accident fund,		4,642 61
TOTAL,		$562,260 83

CAPITAL STOCK.		
Capital stock authorized by law,	$240,000 00	
Capital stock authorized by votes of company,	240,000 00	
Capital stock issued and outstanding,		$240,000 00
Number of shares issued and outstanding,	2,400	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	$240,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds Georgetown, Rowley & Ipswich Street Railway Company,	5	June 1, 1920,	$180,000 00	$9,000 00
First mortgage bonds Haverhill, Georgetown & Danvers Street Railway Company,	5	March 1, 1919,	35,000 00	1,750 00
TOTALS,			$215,000 00	$10,750 00

Sinking and Other Special Funds.

Additions during the year to accident fund,	$5,450 52
Deductions during the year from accident fund,	807 91
Total Sinking and Other Special Funds September 28, 1906,	$4,642 61

Volume of Traffic, etc.

Number of passengers paying revenue carried during the period,	1,488,346
Number carried per mile of main railway track operated,	61,667
Number of car miles run,	425,943
Average number of persons employed,	49

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	11	11	11	-
Open passenger cars,	12	12	-	-
Total,	23	23	11	44
Cars — Other Service.				
Other cars,	1	-	-	-
Snow ploughs,	4	-	-	8

Miscellaneous Equipment.

Highway vehicles: 1 tip cart, 1 tower wagon,	2
Horses,	1
Other items of equipment: harnesses,	1

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	23.338	.797	24.135
Length of sidings, switches, etc.,	.683	.044	.727
Total, Computed as Single Track,	24.021	.841	24.862

Railway Located Outside of Public Ways.

Length of railway line,	.546 mile.
Length of sidings,	.311 "
Total, computed as single track,	.857 "

Names of the several cities and towns in which the railways operated by the company are located: Georgetown, Groveland, Haverhill, Ipswich, Newbury, Newburyport and Rowley.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad:		
At Newburyport, State Street,	2	1
At Georgetown,	2	1
At Georgetown,	3	1
Total Number of Tracks at Crossings,	7	3

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	2	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	4	-	4
Totals,	-	1	-	6	-	7

Corporate Name and Address of the Company.

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY,

84 State Street, Boston, Mass.

Names and Business Address of Principal Officers.

Edward H. Hoyt, *President*, Haverhill, Mass. Charles F. Woodward, *Vice-President*, Wakefield, Mass. Philip M. Reynolds, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. George W. Pratt, *Superintendent*, Byfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward H. Hoyt, Haverhill, Mass. Charles F. Woodward, Wakefield, Mass. Philip M. Reynolds, Milton, Mass. Horace B. Rogers, Brockton, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
PHILIP M. REYNOLDS,
HORACE B. ROGERS,
CHARLES WILLIAMS,
Directors.
PHILIP M. REYNOLDS,
Treasurer.
GEORGE W. PRATT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1906. Then personally appeared the above-named Chas. F. Woodward, Philip M. Reynolds, Horace B. Rogers, Charles Williams and George W. Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

HAMPSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Holyoke.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		$3,000 00
Income from other sources: interest on loan,		262 00
GROSS INCOME,		$3,262 00
Dividends declared (5 per cent),		3,000 00
Surplus for the year ending September 30, 1906,		$262 00
Amount of surplus September 30, 1905,		5,298 54
TOTAL SURPLUS SEPTEMBER 30, 1906,		$5,560 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$54,249 01	
Electric line construction, including poles, wiring, feeder lines, etc.,	3,574 01	
Engineering and other expenses incident to construction,	2,235 36	
TOTAL COST OF RAILWAY OWNED,		$60,058 38
Cash and current assets: bill and accounts receivable,		5,502 16
TOTAL,		$65,560 54

LIABILITIES.	CR.
Capital stock,	$60,000 00
Profit and loss balance (surplus),	5,560 54
TOTAL,	$65,560 54

Capital Stock.		
Capital stock authorized by law,	$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	38	
Number of stockholders in Massachusetts,	36	
Amount of stock held in Massachusetts,	$50,500 00	

Railway Owned.

Length of railway line,	4.340 miles.
Length of sidings, switches, etc.,	.230 "
Total computed as single track,	4.570 "

Railway Owned and Located Outside of Public Ways.

Length of railway line,	2.390 miles.

Names of the several cities and towns in which the railway owned by the company is located: South Hadley and Granby.

Corporate Name and Address of the Company.

HAMPSHIRE STREET RAILWAY COMPANY,

25 Canal Street, Holyoke, Mass.

Names and Business Address of Principal Officers.

Walter D. Cowls, *President*, Amherst, Mass. William S. Loomis, *Treasurer and General Manager*, Holyoke, Mass. Louis D. Pellissier, *Clerk of Corporation*, Holyoke, Mass. Geo. H. Hunter, *Superintendent*, Holyoke, Mass.

Names and Residence of Board of Directors.

Walter D. Cowls, Amherst, Mass. William S. Loomis, Holyoke, Mass. Louis D. Pellissier, Holyoke, Mass. Ellis J. Aldrich, Hadley, Mass. Alvin L. Wright, South Hadley, Mass. Lewis M. Gaylord, South Hadley, Mass. John G. Mackintosh, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. G. MACKINTOSH,
WM. S. LOOMIS,
L. M. GAYLORD,
LOUIS D. PELLISSIER,
ALVIN L. WRIGHT,
Directors.
WILLIAM S. LOOMIS,
Treasurer.
GEO. H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 12, 1906. Then personally appeared the above-named J. G. Mackintosh, Wm. S. Loomis, L. M. Gaylord, Louis D. Pellissier, Alvin L. Wright and Geo. H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ISAAC E. SAWYER,
Notary Public.

REPORT

OF THE

HARTFORD & WORCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.		
ASSETS.		DR.
Cost of railway: payments to Jas. F. Shaw and Company for money expended for account Hartford & Worcester Street Railway,		$158,000 00
TOTAL,		$158,000 00
LIABILITIES.		CR.
Capital stock (amount paid in),		$158,000 00
TOTAL,		$158,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	$300,000 00	
Capital stock authorized by articles of association,	300,000 00	
Amount paid in on 3,000 shares not yet issued,		$158,000 00
Number of subscribers,	7	
Number of subscribers in Massachusetts,	1	
Amount of subscription to stock held in Massachusetts,	$50 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HARTFORD & WORCESTER STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Calvert Townley, *Vice-President*, New Haven, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Mellen, New Haven, Conn. Timothy E. Byrnes, New Haven, Conn. Calvert Townley, New Haven, Conn. H. M. Kochersperger, New Haven, Conn. John G. Parker, New Haven, Conn. Augustus S. May, Bridgeport, Conn. Henry W. Ely, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
CALVERT TOWNLEY,
H. M. KOCHERSPERGER,
JOHN G. PARKER,
A. S. MAY,
Directors.

A. S. MAY,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN CO., SS. NEW HAVEN, Nov. 17, 1906. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes, Calvert Townley, H. M. Kochersperger, John G. Parker and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true, such knowledge and belief being based upon the statements contained in the books of the company delivered to the directors by the former directors and officers of the company.

Before me, ARTHUR E. CLARK,
Notary Public.

REPORT

OF THE

HAVERHILL & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$123,008 69
Operating expenses,		73,974 97
GROSS INCOME ABOVE OPERATING EXPENSES,		$49,033 72
Charges upon income accrued during the year:		
Interest on funded debt,	$26,500 00	
Interest and discount on unfunded debts and loans,	12,903 66	
Taxes, State and local, $795 48		
Taxes, commutation, 2,432 49		
	3,227 97	
Other deductions from income: amusements,	1,369 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		44,000 63
Surplus for the year ending September 30, 1906,		$5,033 09
Amount of deficit September 30, 1905,		42,406 77
Debits to profit and loss account during the year:		
Settlement of old accounts,	$2,724 99	
Reconstruction track and equipment,	4,003 40	
TOTAL DEBITS,		6,728 39
TOTAL DEFICIT SEPTEMBER 30, 1906,		$44,102 07

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$121,033 81
Receipts from carriage of mails,	530 54
Receipts from carriage of freight,	60 00
Receipts from tolls for use of tracks by other companies,	157 69
Receipts from rentals of buildings and other property,	851 65
Receipts from advertising in cars,	375 00
GROSS EARNINGS FROM OPERATION,	$123,008 69

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$3,677 07
General office expenses and supplies,		149 54
Insurance,		2,640 00
Other general expenses,		1,859 54
Maintenance of roadway and buildings:		
Repair of roadbed and track,		4,455 47
Repair of electric line construction,		1,484 78
Repair of buildings,		503 34
Maintenance of equipment:		
Repair of cars,		4,944 23
Repair of electric equipment of cars,		6,777 19
Transportation expenses:		
Cost of electric motive power, $20,897.16; less power sold, $553.76; net,		20,343 40
Wages and compensation of persons employed in conducting transportation,		24,696 53
Removal of snow and ice,		277 96
Damages for injuries to persons and property,		1,085 75
Tolls for trackage over other railways,		343 00
Other transportation expenses: oil, waste, salt, etc.,		737 17
Total Operating Expenses,		$73,974 97
Property Accounts.		
Additions to railway:		
Partial cost of substituting 9″ girder rail for 6″ girder rail in Merrimac, balance being charged to reconstruction,	$4,250 40	
Other additions to railway: payments on account of Newburyport bridge,	5,422 22	
Total Additions to Railway,		$9,672 62
Total Additions to Property Accounts,		$9,672 62
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$281,621 03	
Electric line construction, including poles, wiring, feeder lines, etc.,	66,591 07	
Interest accrued during construction of railway,	9,506 88	
Engineering and other expenses incident to construction,	5,939 83	
Other items of railway cost:		
Black Rocks & Salisbury Beach Street Railway property,	308,526 81	
Newburyport bridge,	5,422 22	
Total Cost of Railway Owned,		$677,607 84

Cost of equipment:		
Cars and other rolling stock,	$41,202 42	
Electric equipment of same,	79,107 06	
Other items of equipment,	21,564 62	
TOTAL COST OF EQUIPMENT OWNED,		$141,874 10
Cost of land and buildings:		
Land necessary for operation of railway,	$2,658 39	
Electric power stations, including equipment,	44,108 60	
Other buildings necessary for operation of railway,	10,034 46	
TOTAL COST OF LAND AND BUILDINGS OWNED,		56,801 45
TOTAL PERMANENT INVESTMENTS,		$876,283 39
Cash and current assets:		
Cash,	$3,175 56	
Bills and accounts receivable,	991 33	
Other cash and current assets:		
Prepaid insurance,	1,452 80	
Prepaid interest,	715 55	
TOTAL CASH AND CURRENT ASSETS,		6,335 24
Miscellaneous assets: materials and supplies,		4,985 91
Profit and loss balance (deficit),		44,102 07
TOTAL,		$931,706 61

LIABILITIES.		CR.
Capital stock,		$150,000 00
Funded debt,		490,000 00
Current liabilities:		
Loans and notes payable,	$272,864 19	
Audited vouchers and accounts,	7,568 61	
TOTAL CURRENT LIABILITIES,		280,432 80
Accrued liabilities:		
Interest accrued and not yet due,	$8,045 83	
Taxes accrued and not yet due,	3,227 98	
TOTAL ACCRUED LIABILITIES,		11,273 81
TOTAL,		$931,706 61

CAPITAL STOCK.		
Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	20	
Number of stockholders in Massachusetts,	19	
Amount of stock held in Massachusetts,	$145,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
$290,000 first mortgage gold bonds,	5	July 1, 1912,	$196,000 00	$9,800 00
$94,000 first mortgage gold bonds of the Black Rocks & Salisbury Beach Street Railway Company are outstanding for which $94,000 Haverhill & Amesbury Street Railway Company first mortgage bonds are held in trust to retire or exchange for same,	5	Jan. 1, 1911,	94,000 00	4,700 00
Coupon notes,	6	Dec. 1, 1911,	200,000 00	12,000 00
Totals,			$490,000 00	$26,500 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	2,553,084
Number carried per mile of main railway track operated,	94,819
Number of car miles run,	527,385
Average number of persons employed,	70

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,	16	3	19	16	16	-
Open passenger cars,	28	8	36	28	-	-
Total,	44	11	55	44	16	70
Cars — Other Service.						
Work cars,	2	1	-	-	-	-
Snow ploughs,	5	2	-	-	-	-

Miscellaneous Equipment.

Carts and snow sleds,	5
Other highway vehicles: 1 Concord wagon, 1 tower wagon, 1 express wagon,	3
Horses,	3
Other items of equipment: 3 single harnesses, 3 double harnesses,	9

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	25.900	1.026	26.926
Length of sidings, switches, etc.,	1.498	-	1.498
TOTAL, COMPUTED AS SINGLE TRACK,	27.398	1.026	28.424

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	4.267 miles.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Merrimac, Amesbury, Salisbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad, Elm Street, Amesbury,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	3	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	1	-	4	-	5

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,

MERRIMAC, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Shaw, *President*, 8 Congress Street, Boston, Mass. Edward P. Shaw, Jr., *Vice-President*, South Framingham, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Leander E. Lynde, *Superintendent*, Merrimac, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Butman, Malden, Mass. Leander E. Lynde, Merrimac, Mass. Edward P. Shaw, Jr., Newton, Mass. Albert E. Pond, Brookline, Mass. Edward P. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD P. SHAW,
GEO. A. BUTMAN,
LEANDER E. LYNDE,
Directors.
GEO. A. BUTMAN,
Treasurer.
LEANDER E. LYNDE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 10, 1906. Then personally appeared the above-named Edward P. Shaw, Geo. A. Butman and Leander E. Lynde, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & PLAISTOW STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[The lease of this railway to the Exeter, Hampton & Amesbury of New Hampshire was reported as cancelled December 1, 1905, but this report includes the operations by the company for the entire year.]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		$18,722 45
Operating expenses,		10,414 07
NET EARNINGS FROM OPERATION,		$8,308 38
Miscellaneous income: sale old material,		119 00
GROSS INCOME ABOVE OPERATING EXPENSES,		$8,427 38
Charges upon income accrued during the year:		
Interest on funded debt,	$1,500 00	
Interest and discount on unfunded debts and loans,	342 20	
Taxes, State and local,	317 36	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		2,159 56
Surplus for the year ending September 30, 1906,		$6,267 82
Amount of surplus September 30, 1905,		4,350 00
Credits to profit and loss account during the year: lease to Exeter, Hampton & Amesbury Street Railway Company cancelled and accrued surplus transferred,		2,465 35
TOTAL SURPLUS SEPTEMBER 30, 1906,		$13,083 17

EARNINGS FROM OPERATION.

Receipts from passengers carried,	$18,623 19
Receipts from advertising in cars,	41 06
Receipts from interest on deposits,	58 20
GROSS EARNINGS FROM OPERATION,	$18,722 45

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$531 03
General office expenses and supplies,		139 13
Legal expenses,		46 33
Insurance,		185 52
Other general expenses: advertising, $147.82; miscellaneous, $118.15,		265 97
Maintenance of roadway and buildings:		
Repair of roadbed and track,		673 46
Repair of electric line construction,		296 91
Repair of buildings,		28 53
Maintenance of equipment: repair of cars and repair of electric equipment of cars,		978 37
Transportation expenses:		
Cost of electric motive power,		2,630 92
Wages and compensation of persons employed in conducting transportation,		3,095 03
Removal of snow and ice,		72 75
Damages for injuries to persons and property,		925 26
Rentals of buildings and other property,		15 26
Other transportation expenses: miscellaneous car service supplies and expenses, $256.49; cleaning and sanding track, $273.11,		529 60
Total Operating Expenses,		$10,414 07

Property Accounts.		
Additions to railway:		
Extension of tracks,	$30 10	
Other additions to railway: engineering and superintendence,	50 00	
Total Additions to Railway,		$80 10
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Electric line, valuation,	$84 00	
Real estate, buildings and fixtures,	11 66	
Miscellaneous furniture and fixtures,	8 65	
Total Deductions from Property Accounts,		104 31
Net Deductions from Property Accounts for the Year,		$24 21

General Balance Sheet September 30, 1906.

Assets.	Dr.
Cost of railway:	
Roadbed and tracks,	$45,703 61
Electric line construction, including poles, wiring, feeder lines, etc.,	7,836 25

Cost of railway — *Concluded.*		
Engineering and other expenses incident to construction,	$7,907 40	
Other items of railway cost: land for rights of way,	6,478 00	
TOTAL COST OF RAILWAY OWNED,		$67,925 26
Cash and current assets: bills and accounts receivable,		10,032 91
TOTAL,		$77,958 17

LIABILITIES.	CR.
Capital stock,	$30,000 00
Funded debt,	30,000 00
Current liabilities: matured interest coupons unpaid (including coupons due October 1),	4,875 00
Profit and loss balance (surplus),	13,083 17
TOTAL,	$77,958 17

CAPITAL STOCK.

Capital stock authorized by law,	$30,000 00	
Capital stock authorized by votes of company,	30,000 00	
Capital stock issued and outstanding,		$30,000 00
Number of shares issued and outstanding,	300	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	July 1, 1921,	$30,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	386,347
Number carried per mile of main railway track operated,	144,051
Number of car miles run,	68,600
Average number of persons employed,	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	2.682 miles.
Length of sidings, switches, etc.,	.076 "
Total, computed as single track,	2.758 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, ...	0.619 mile.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	-	-	1	-	1
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	1	-	1
TOTALS, ...	-	-	-	2	-	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & PLAISTOW STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Samuel W. Emery, *Vice-President, and General Counsel*, 53 State Street, Boston, Mass. Samuel P. Russell, *Treasurer, and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Clarence P. Hayden, *Superintendent*, Hampton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. John Dearborn, Boston, Mass. Reginald H. Johnson, Braintree, Mass. Charles F. Ayer, Lowell, Mass. Samuel W. Emery, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
SAMUEL W. EMERY,
Directors.
SAMUEL P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NOV. 13, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, MASS. Nov. 14, 1906. Then personally appeared the above named Samuel W. Emery and Reginald H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true,

Before me, HENRY WARE,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$47,766 93
Operating expenses,		36,347 70
NET EARNINGS FROM OPERATION,		$11,419 23
Miscellaneous income: sale of old material,		461 03
GROSS INCOME ABOVE OPERATING EXPENSES,		$11,880 26
Charges upon income accrued during the year:		
Interest on funded debt,	$4,000 00	
Interest and discount on unfunded debts and loans,	3,585 63	
Taxes, State and local,	800 72	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		8,386 35
Surplus for the year ending September 30, 1906,		$3,493 91
Amount of deficit September 30, 1905,		1,245 28
TOTAL SURPLUS SEPTEMBER 30, 1906,		$2,248 63
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$47,430 10
Receipts from advertising in cars,		104 47
Receipts from interest on deposits,		232 36
GROSS EARNINGS FROM OPERATION,		$47,766 93
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$1,796 91
General office expenses and supplies,		470 28
Legal expenses,		241 83

General expenses — *Concluded.*		
Insurance,		$662 50
Other general expenses: advertising, $1,092 78; miscellaneous, $361 61,		1,454 39
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,556 31
Repair of electric line construction,		625 34
Repair of buildings,		57 85
Maintenance of equipment: repair of cars and of electric equipment of cars,		5,960 01
Transportation expenses:		
Cost of electric motive power,		8,943 48
Wages and compensation of persons employed in conducting transportation,		10,667 11
Removal of snow and ice,		94 13
Damages for injuries to persons and property,		2,354 41
Tolls for trackage over other railways,		13 59
Rentals of buildings and other property,		50 82
Other transportation expenses: car service supplies and expenses, $821.74; cleaning and sanding track, $577,		1,398 74
TOTAL OPERATING EXPENSES,		$36,347 70

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$107 31	
New electric line construction,	93 23	
TOTAL ADDITIONS TO RAILWAY,		$200 54
Additions to equipment: miscellaneous furniture and fixtures,		3,096 85
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$3,297 39

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$110,890 98	
Electric line construction, including poles, wiring, feeder lines, etc ,	23,877 81	
Interest accrued during construction of railway,	1,959 51	
Engineering and other expenses incident to construction,	24,107 93	
Other items of railway cost: land for right of way,	3,899 75	
TOTAL COST OF RAILWAY OWNED,		$164,735 98
Cost of equipment:		
Cars and other rolling stock,	$30,024 36	
Electric equipment of same,	26,411 30	
Other items of equipment: furniture and fixtures, $3,394.77; shop tools, $29.65,	3,424 42	
TOTAL COST OF EQUIPMENT OWNED,		59,860 08
TOTAL PERMANENT INVESTMENTS,		$224,596 06

Cash and current assets:		
Cash,	$22,101 24	
Bills and accounts receivable,	108,291 73	
Other cash and current assets: prepaid insurance,	7,958 46	
TOTAL CASH AND CURRENT ASSETS,		$138,351 43
Miscellaneous assets: materials and supplies,		11,871 26
TOTAL,		$374,818 75

LIABILITIES.		CR.
Capital stock,		$80,000 00
Funded debt,		80,000 00
Current liabilities:		
Loans and notes payable,	$154,713 34	
Audited vouchers and accounts,	22,757 36	
Matured interest coupons unpaid (including coupons due October 1),	9,000 00	
TOTAL CURRENT LIABILITIES,		186,470 70
Accrued liabilities:		
Interest accrued and not yet due,	$737 50	
Taxes accrued and not yet due,	255 00	
Accrued accident reserve,	25,106 92	
TOTAL ACCRUED LIABILITIES,		26,099 42
Profit and loss balance (surplus),		2,248 63
TOTAL,		$374,818 75

CAPITAL STOCK.

Capital stock authorized by law,	$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	Jan. 1, 1923,	$80,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	999,137
Number carried per mile of main railway track operated,	125,804
Number of car miles run,	232,600
Average number of persons employed,	17

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors
Cars — Passenger Service.				
Box passenger cars,	5	5	5	20
Open passenger cars,	6	6	–	24
Total,	11	11	5	44
Snow ploughs,	1	–	–	–

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.892	.050	7.942
Length of sidings, switches, etc.,	.296	–	.296
Total, Computed as Single Track,	8.188	.050	8.238

Railway Located Outside of Public Ways.

Length of railway line,	1.625 miles.

Names of the several cities and towns in which the railways operated by the company are located: Methuen and Haverhill.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	–	1	–	4	–	5
Employees,	–	–	–	–	–	–
Other persons,	–	–	–	–	–	–
Totals,	–	1	–	4	–	5

Corporate Name and Address of the Company.

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY COMPANY,

50 Merrimac Street, Haverhill, Mass.

Names and Business Address of Principal Officers.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Samuel W. Emery, *Vice-President and General Counsel*, 53 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Robert H. Dunbar, *Superintendent*, Salem, N. H.

Names and Residence of Board of Directors.

David A. Belden, Haverhill, Mass. John Dearborn, Boston, Mass. Reginald H. Johnson, Braintree, Mass. Charles F. Ayer, Lowell, Mass. Samuel W. Emery, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
SAMUEL W. EMERY,
Directors.
SAMUEL P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
Superintendent.

Commonwealth of Massachusetts.

Essex, ss. Nov. 13, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES H. POOR,
Justice of the Peace.

Commonwealth of Massachusetts.

Suffolk, ss. Boston, Nov. 14, 1906. Then personally appeared the above-named Samuel W. Emery and Reginald H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true,

Before me, HENRY WARE,
Justice of the Peace.

REPORT

OF THE

HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$419,000 78
Operating expenses,		281,175 19
NET EARNINGS FROM OPERATION,		$137,825 59
Miscellaneous income:		
Mt. Tom Summit House,	$9,982 69	
Park receipts,	17,937 57	
TOTAL MISCELLANEOUS INCOME,		27,920 26
GROSS INCOME ABOVE OPERATING EXPENSES,		$165,745 85
Charges upon income accrued during the year:		
Interest on funded debt,	$30,000 00	
Interest and discount on unfunded debts and loans,	5,246 90	
Taxes, State and local, $25,452 49		
Taxes, commutation, 9,307 99		
	34,760 48	
Rentals of leased railways:		
Mt. Tom Railroad, $6,000 00		
Hampshire Street Railway, 3,000 00		
	9,000 00	
Other deductions from income: Mountain Park expense,	17,666 18	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		96,673 56
NET DIVISIBLE INCOME,		$69,072 29
Dividends declared:		
4 per cent on $700,000,	$28,000 00	
4 per cent on $800,000,	32,000 00	
TOTAL DIVIDENDS DECLARED,		60,000 00
Surplus for the year ending September 30, 1906,		$9,072 29
Amount of surplus September 30, 1905,		80,675 63

Credits to profit and loss account during the year: premium on $100,000 stock issue,	$50,000 00	
Debits to profit and loss account during the year:		
Equipment,	$25,000 00	
Land,	5,000 00	
Buildings,	12,000 00	
Park property,	8,000 00	
Total Debits,	50,000 00	
Total Surplus September 30, 1906,		$89,747 92

Earnings from Operation.

Receipts from passengers carried,	$413,517 30
Receipts from carriage of mails,	1,598 04
Receipts from carriage of freight (hauling trap rock for city),	171 14
Receipts from tolls for use of tracks by other companies,	602 69
Receipts from rentals of buildings and other property,	534 50
Receipts from advertising in cars,	1,602 79
Receipts from interest on deposits,	974 32
Gross Earnings from Operation,	$419,000 78

Expenses of Operation.

General expenses:	
Salaries of general officers and clerks,	$12,531 41
General office expenses and supplies,	689 78
Insurance,	2,204 25
Other general expenses: telephones, directors' meetings, printing, travelling expenses and periodicals,	2,008 09
Maintenance of roadway and buildings:	
Repair of roadbed and track,	63,482 89
Repair of electric line construction,	5,145 12
Repair of buildings,	790 58
Maintenance of equipment:	
Repair of cars,	19,893 49
Repair of electric equipment of cars,	18,508 01
Repair of miscellaneous equipment,	497 70
Provender and stabling,	678 05
Transportation expenses:	
Cost of electric motive power,	38,539 44
Wages and compensation of persons employed in conducting transportation,	97,544 38
Removal of snow and ice,	1,761 74
Damages for injuries to persons and property,	14,765 51
Other transportation expenses: coal oil, water rents, printing and detective service,	2,134 75
Total Operating Expenses,	$281,175 19

Property Accounts.

Additions to railway: electric switch and two electric signals,		$571 54
Additions to equipment:		
Additional cars (2 in number),	$7,141 35	
Electric equipment of same,	4,132 30	

Other additional rolling stock,	$4,697 91	
Other additions to equipment: 15 horse-power motor and 200 ampere generator,	249 85	
TOTAL ADDITIONS TO EQUIPMENT,		$16,221 41
Additions to land and buildings: additional equipment of power stations,		392 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$17,184 95
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sold four snow ploughs and two West. 38 motors,	$2,436 98	
One single-truck car body,	800 00	
Property reduced in value:		
Equipment,	25,000 00	
Land,	5,000 00	
Buildings,	12,000 00	
Park property,	8,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		53,236 98
NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		$36,052 03

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$666,878 10	
Electric line construction, including poles, wiring, feeder lines, etc.,	118,293 19	
TOTAL COST OF RAILWAY OWNED,		$785,171 29
Cost of equipment:		
Cars and other rolling stock and electric equipment of same,	$303,854 05	
Other items of equipment: horses,	1,000 00	
TOTAL COST OF EQUIPMENT OWNED,		304,854 05
Cost of land and buildings:		
Land necessary for operation of railway,	$60,482 21	
Electric power stations, including equipment,	274,552 02	
Other buildings necessary for operation of railway,	39,123 20	
TOTAL COST OF LAND AND BUILDINGS OWNED,		374,157 43
Other permanent property:		
Grover block,	$5,000 00	
Park property,	21,000 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		26,000 00
TOTAL PERMANENT INVESTMENTS,		$1,490,182 77

Cash and current assets:		
Cash,	$49,461 66	
Bills and accounts receivable,	1,140 00	
Total Cash and Current Assets,		$50,601 66
Miscellaneous assets: materials and supplies,		12,655 04
Total,		$1,553,439 47

Liabilities.		Cr.
Capital stock,		$800,000 00
Funded debt,		600,000 00
Current liabilities:		
Loans and notes payable,	$32,347 34	
Audited vouchers and accounts,	15,286 22	
Total Current Liabilities,		47,633 56
Accrued liabilities:		
Taxes accrued and not yet due,	$9,307 99	
Rentals accrued and not yet due,	6,750 00	
Total Accrued Liabilities,		16,057 99
Profit and loss balance (surplus),		89,747 92
Total,		$1,553,439 47

Capital Stock.		
Capital stock authorized by law,	$800,000 00	
Capital stock authorized by votes of company,	800,000 00	
Capital stock issued and outstanding,		$800,000 00
Number of shares issued and outstanding,	8,000	
Number of stockholders,	228	
Number of stockholders in Massachusetts,	185	
Amount of stock held in Massachusetts,	$696,600 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Debenture bonds,	5	April 1, 1915,	$250,000 00	$12,500 00
Debenture bonds,	5	Oct. 1, 1920,	85,000 00	4,250 00
Debenture bonds,	5	April 1, 1923,	265,000 00	13,250 00
Totals,			$600,000 00	$30,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	8,310,988
Number carried per mile of main railway track operated,	172,786
Number of car miles run,	1,741,001
Average number of persons employed,	258

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Number of Motors.
Cars — Passenger Service.			
Box passenger cars,	41	41	-
Open passenger cars (2 Mt. Tom cars),	66	64	-
Total,	107	105	226
Cars — Other Service.			
Mail cars,	½	-	-
Work cars,	3	-	-
Other cars,	4	-	-
Total,	7½	-	-
Snow ploughs,	7	-	-

Miscellaneous Equipment.

Carts and snow sleds (1 cart, 1 sled),	2
Other railway rolling stock: 1 sweeper, 6 dump cars, 4 flat cars,	11
Other highway vehicles: 1 tower car, 1 tool car, two other wagons, 1 sleigh,	5
Horses,	4
Other items of equipment: 2 single and 2 double harnesses,	4

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Held under Lease or Contract.	Total Owned, Leased, etc.
	Miles.	Miles.	Miles.
Length of railway line,	35.650	5.240	40.890
Length of second main track,	7.210	-	7.210
Total Length of Main Track,	42.860	5.240	48.100
Length of sidings, switches, etc,	3.160	.330	3.490
Total, Computed as Single Track,	46.020	5.570	51.590

Railway Located Outside of Public Ways.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	8.205	11.265
Length of second main track,	1.957	1.957
Total Length of Main Track,	10.162	13.222

Names of the several cities and towns in which the railways operated by the company are located: Holyoke, Chicopee, Northampton, South Hadley and Granby.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (4 in number), viz.:		
With New York, New Haven & Hartford Railroad, Dwight and Front streets,	2	2
With Boston & Maine Railroad, Main Street, near Cabot Street,	1	2
With Boston & Maine Railroad, Cabot Street, near 3d-level canal,	3	1
With Boston & Maine Railroad, Cabot and Race streets,	1	1
Total Number of Tracks at Crossings,	7*	6

* All the crossings of railroads are side tracks which are used for freight.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed	Injured.
Passengers,	-	26	3	14	3	40
Employees,	-	1	-	1	-	2
Other persons,	-	-	-	-	-	-
Totals,	-	27	3	15	3	42

Corporate Name and Address of the Company.

HOLYOKE STREET RAILWAY COMPANY,

25 Canal Street, Holyoke, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, 25 Canal Street, Holyoke, Mass. Louis D. Pellissier, *Treasurer and Clerk of Corporation*, 25 Canal Street, Holyoke, Mass. George H. Hunter, *Superintendent*, 25 Canal Street, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. John G. Mackintosh, Holyoke, Mass. Jeremiah F. Sullivan, Holyoke, Mass. Frederick Harris, Springfield, Mass. Newrie D. Winter, Springfield, Mass. Louis D. Pellissier, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. LOOMIS,
J. G. MACKINTOSH,
FREDERICK HARRIS,
LOUIS D. PELLISSIER,
J. F. SULLIVAN,
NEWRIE D. WINTER.
Directors.
LOUIS D. PELLISSIER,
Treasurer.
GEORGE H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 12, 1906. Then personally appeared the above-named William S. Loomis, J. G. Mackintosh, Frederick Harris, Louis D. Pellissier, J. F. Sullivan, Newrie D. Winter and Geo. H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ISAAC E. SAWYER,
Notary Public.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY

FOR THE NINE MONTHS ENDING JUNE 30, 1906.

[Consolidated with the Berkshire June 30, 1906.]

GENERAL EXHIBIT FOR THE NINE MONTHS.		
Gross earnings from operation,		$119,699 71
Operating expenses,		73,020 51
NET EARNINGS FROM OPERATION,		$46,679 20
Miscellaneous income: park earnings,		318 25
GROSS INCOME ABOVE OPERATING EXPENSES,		$46,997 45
Charges upon income accrued during the period:		
Interest on funded debt,	$12,750 00	
Interest and discount on unfunded debts and loans,	7,501 62	
Taxes, State and local,	8,422 83	
Other deductions from income: operation of parks,	1,367 83	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		30,042 28
Surplus for the nine months ending June 30, 1906,		$16,955 17
Amount of surplus September 30, 1905,		44,045 76
Credits to profit and loss account during the nine months: adjustment of inventory,	$4,021 53	
Debits to profit and loss account during the nine months:		
Adjustment of old accident cases,	$3,909 39	
Adjustment of old accounts,	11,103 08	
TOTAL DEBITS,	15,012 47	
NET AMOUNT DEBITED TO PROFIT AND LOSS,		10,990 94
TOTAL SURPLUS JUNE 30, 1906,		$50,009 99
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$118,523 55
Receipts from carriage of express and parcels,		668 30
Receipts from rentals of buildings and other property,		

Receipts from advertising in cars,	$251 64
Other earnings from operation: miscellaneous,	11 90
GROSS EARNINGS FROM OPERATION,	$119,699 71

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	$2,570 01
General office expenses and supplies,	1,329 81
Legal expenses,	1,489 69
Insurance,	1,745 29
Other general expenses: miscellaneous,	618 89
Maintenance of roadway and buildings:	
Repair of roadbed and track,	6,631 27
Repair of electric line construction,	1,438 79
Repair of buildings,	180 64
Maintenance of equipment:	
Repair of cars,	3,938 28
Repair of electric equipment of cars,	4,533 60
Repair of miscellaneous equipment,	33 02
Provender and stabling,	30 77
Transportation expenses:	
Cost of electric motive power,	15,312 35
Wages and compensation of persons employed in conducting transportation,	30,783 16
Damages for injuries to persons and property,	2,311 34
Rentals of buildings and other property,	73 60
TOTAL OPERATING EXPENSES,	73,020 51

PROPERTY ACCOUNTS.

Additions to railway: extension of tracks,	$13,374 62
Additions to land and buildings: new electric power stations, including machinery, etc.,	1,273 50
Additions to other permanent property: park property,	250 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	$14,898 12

GENERAL BALANCE SHEET JUNE 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$543,160 11	
Electric line construction, including poles, wiring, feeder lines, etc.,	66,416 21	
Interest accrued during construction of railway,	17,608 96	
TOTAL COST OF RAILWAY OWNED,		$627,185 28
Cost of equipment:		
Cars and other rolling stock,	$81,013 74	
Electric equipment of same,	58,256 03	
Other items of equipment: tools and appliances,	9,279 19	
TOTAL COST OF EQUIPMENT OWNED,		148,548 96

Cost of land and buildings:		
Land necessary for operation of railway,	$24,775 33	
Electric power stations, including equipment,	142,222 87	
Other buildings necessary for operation of railway,	41,837 14	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$208,835 34
Other permanent property:		
Park,	$16,118 28	
Morey farm,	7,500 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		23,618 28
TOTAL PERMANENT INVESTMENTS,		$1,008,187 86
Cash and current assets:		
Cash,	$7,171 44	
Bills and accounts receivable,	570 53	
Prepaid insurance,	403 72	
Other cash and current assets:		
Cash in hands of agents,	853 70	
Bank deposits account coupons,	2,500 00	
TOTAL CASH AND CURRENT ASSETS,		11,499 39
Miscellaneous assets: materials and supplies,		9,904 78
TOTAL,		$1,029,592 03

LIABILITIES.	CR.	
Capital stock,		$400,000 00
Funded debt,		400,000 00
Current liabilities:		
Loans and notes payable,	$152,500 00	
Audited vouchers and accounts,	5,567 26	
Matured interest coupons unpaid (including coupons due October 1),	2,500 00	
TOTAL CURRENT LIABILITIES,		160,567 26
Accrued liabilities:		
Interest accrued and not yet due,	$5,718 79	
Taxes accrued and not yet due,	8,295 99	
TOTAL ACCRUED LIABILITIES,		14,014 78
Sinking and other special funds: accident and casualty fund,		5,000 00
Profit and loss balance (surplus),		50,009 99
TOTAL,		$1,029,592 03

CAPITAL STOCK.		
Capital stock authorized by law,	$500,000 00	
Capital stock authorized by votes of company,	400,000 00	
Capital stock issued and outstanding,		$400,000 00
Number of shares issued and outstanding,	4,000	
Number of stockholders,	2	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	$400,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	July 1, 1917,	$100,000 00	$3,750 00
Refunding mortgage bonds,	4	Sept. 1, 1924,	300,000 00	9,000 00
Totals,			$400,000 00	$12,750 00

Sinking and Other Special Funds.

Additions during the year to accident and casualty fund,	$5,242 00
Deductions during the year from accident and casualty fund,	242 00
Total Sinking and Other Special Funds September 30, 1906,	$5,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	2,399,262
Number carried per mile of main railway track operated,	86,841
Number of car miles run,	483,484
Average number of persons employed,	100

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,	15	3	18	15	15	50
Open passenger cars,	15	4	19	15	–	52
Total,	30	7	37	30	15	102
Snow ploughs,	3	–	–	–	–	–

Miscellaneous Equipment.

Other railway rolling stock: dump cars,	6
Highway vehicles: single wagon,	1
Horses,	1

Railway Owned and Operated (by Electric Power).

Length of railway line,	27.628 miles.
Length of sidings, switches, etc.,	.921 "
Total, computed as single track,	28 549 "

Railway Located Outside of Public Ways.

Length of railway line,	5 185 miles.
Length of second main track,	.185 "
Total length of main track,	5.370 "

Names of the several cities and towns in which the railways operated by the company are located: North Adams, Williamstown, Adams, Clarksburg and Cheshire.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (5 in number), viz.:		
With Boston & Maine Railroad, Cole Avenue, Williamstown,	2	1
With Boston & Maine Railroad, State Street, North Adams,	2	1
With Boston & Albany Railroad, Park Street, Adams,	1	1
With Boston & Albany Railroad, Columbia Street, Adams,	1	1
With Boston & Albany Railroad, Commercial Street, Adams,	1	1
Total Number of Tracks at Crossings,	7	5

Number of above crossings at which *frogs* are inserted in the tracks, . 5

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	4	-	7
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
Totals,	-	3	-	5	-	8

Corporate Name and Address of the Company.

HOOSAC VALLEY STREET RAILWAY COMPANY,

North Adams, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Mellen, *President*, New Haven, Conn. Calvert Townley, *Vice-President*, New Haven, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. S. Mellen, New Haven, Conn. Calvert Townley, New Haven, Conn. H. M. Kochersperger, New Haven, Conn. A. S. May, New Haven, Conn. J. T. Harmer, Boston, Mass. H. W. Ely, Pittsfield, Mass. W. D. Plunkett, Adams, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
CALVERT TOWNLEY,
H. M. KOCHERSPERGER,
A. S. MAY,
J. T. HARMER,
HENRY W. ELY,
Directors.

A. S. MAY,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN COUNTY, ss. NEW HAVEN, Nov. 13, 1906. Then personally appeared the above-named C. S. Mellen, Calvert Townley, H. M. Kochersperger, A. S. May, J. T. Harmer, Henry W. Ely, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR E. CLARK,
Notary Public.

REPORT

OF THE

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$170,855 16
Operating expenses,		168,297 64
GROSS INCOME ABOVE OPERATING EXPENSES,		$2,557 52
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	$1,566 67	
Taxes, State and local,	6,549 36	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		8,116 03
NET DEFICIT,		$5,558 51
Dividends declared (7 per cent),		19,250 00
Deficit for the year ending September 30, 1906,		$24,808 51
Amount of surplus September 30, 1905,		37,979 62
TOTAL SURPLUS SEPTEMBER 30, 1906,		$13,171 11
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$170,152 95
Receipts from carriage of mails,		338 17
Receipts from carriage of freight,		60 73
Receipts from advertising in cars,		303 31
GROSS EARNINGS FROM OPERATION,		$170,855 16
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$4,233 34
General office expenses and supplies,		676 38
Legal expenses,		1,503 64
Insurance,		1,102 75
Maintenance of roadway and buildings:		
Repair of roadbed and track,		61,165 57
Repair of electric line construction,		6,663 35
Repair of buildings,		1,823 82

Transportation expenses:		
Cost of electric motive power,		$32,922 74
Wages and compensation of persons employed in conducting transportation,		32,348 11
Removal of snow and ice,		75 84
Damages for injuries to persons and property,		12,713 38
Rentals of buildings and other property,		13,068 72
TOTAL OPERATING EXPENSES,		$168,297 64

PROPERTY ACCOUNTS.

Additions to railway:		
New electric line construction high tension line (length, 56,000 feet),	$17,462 00	
Other additions to railway: track reconstruction, 5.7 miles track,	57,617 87	
TOTAL ADDITIONS TO RAILWAY,		$75,079 87
Additions to land and buildings: new electric power stations, including machinery, etc.,		19,065 80
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$94,145 67
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): cost of old track taken up in the reconstruction of 5.7 miles, charged to repair of roadbed and track,		44,243 40
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$49,902 27

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$185,231 68	
Electric line construction, including poles, wiring, feeder lines, etc.,	92,385 87	
TOTAL COST OF RAILWAY OWNED,		$277,617 55
Cost of equipment,		1,218 92
Cost of land and buildings:		
Land necessary for operation of railway,	$2,000 00	
Electric power stations, including equipment,	19,065 80	
Other buildings necessary for operation of railway,	25,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		46,065 80
TOTAL PERMANENT INVESTMENTS,		$324,902 27
Cash and current assets:		
Cash,	$69,718 45	
Bills and accounts receivable,	4,729 13	
Other cash and current assets:		
Advance insurance,	1,191 77	
Advance taxes,	605 90	
TOTAL CASH AND CURRENT ASSETS,		76,245 25
TOTAL,		$401,147 52

Liabilities.	Cr.	
Capital stock,		$275,000 00
Current liabilities:		
Loans and notes payable,	$100,000 00	
Audited vouchers and accounts,	12,900 11	
Miscellaneous current liabilities: tickets outstanding,	76 30	
Total Current Liabilities,		112,976 41
Profit and loss balance (surplus),		13,171 11
Total,		$401,147 52

Capital Stock.		
Capital stock authorized by law,	$275,000 00	
Capital stock authorized by votes of company,	275,000 00	
Capital stock issued and outstanding,		$275,000 00
Number of shares issued and outstanding,	2,750	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	1	
Amount of stock held in Massachusetts,	$55,000 00	

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,410,933
Number carried per mile of main railway track operated,	166,063
Number of car miles run,	574,149
Average number of persons employed,	118

Railway Owned and Operated (by Electric Power).

Length of railway line,	20.540 miles.
Length of sidings, switches, etc.,	1.150 "
Total computed as single track,	21.690 "

Names of the several cities and towns in which the railways operated by the company are located: Attleborough, North Attleborough, Seekonk and Wrentham.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.		
With New York, New Haven & Hartford Railroad, at North Main Street, Attleborough,	1	1
With New York, New Haven & Hartford Railroad, at Commonwealth Avenue, North Attleborough,	3	1
Total Number of Tracks at Crossings,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	5	-	-	-	5
Employees, ...	-	-	-	1	-	1
Other persons, ...	-	-	-	-	-	-
TOTALS, ...	-	5	-	1	-	6

CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Benjamin A. Jackson, *Vice-President*, Providence, R. I. Cornelius S. Sweetland, *Treasurer and Clerk of Corporation*, Providence, R. I. Albert T. Potter, *General Manager*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Benjamin A. Jackson, Providence, R. I. Clarence L. Watson, Attleborough, Mass. Albert T. Potter, Providence, R. I. Cornelius S. Sweetland, Providence, R I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,
CORNELIUS S. SWEETLAND,
BENJAMIN A. JACKSON,
Directors.
CORNELIUS S. SWEETLAND,
Treasurer.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

COUNTY AND CITY OF PROVIDENCE, ss. NOV. 6, 1906. Then personally appeared the above-named Marsden J. Perry, Cornelius S. Sweetland and Benjamin A. Jackson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY V. A. JOSLIN,
Notary Public.

REPORT

OF THE

LAWRENCE & METHUEN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$76,333 41
Operating expenses,		56,863 10
NET EARNINGS FROM OPERATION,		$19,470 31
Miscellaneous income: sale of old material,		745 31
GROSS INCOME ABOVE OPERATING EXPENSES,		$20,215 62
Charges upon income accrued during the year:		
Interest on funded debt,	$6,250 00	
Interest and discount on unfunded debts and loans,	4,314 30	
Taxes, State and local,	1,301 62	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		11,865 92
Surplus for the year ending September 30, 1906,		$8,349 70
Amount of surplus September 30, 1905,		451 53
TOTAL SURPLUS SEPTEMBER 30, 1906,		$8,801 23

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$76,060 91
Receipts from advertising in cars,	138 20
Receipts from interest on deposits,	134 30
GROSS EARNINGS FROM OPERATION,	$76,333 41

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$2,794 80
General office expenses and supplies,	731 08
Legal expenses,	382 72
Insurance,	1,042 40
Other general expenses: advertising, $1,759 36; miscellaneous, $554 91,	2,314 27

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$2,321 51
Repair of electric line construction,		957 13
Repair of buildings,		92 62
Maintenance of equipment: repair of cars and repair of electric equipment of cars,		9,235 03
Transportation expenses:		
Cost of electric motive power,		13,816 59
Wages and compensation of persons employed in conducting transportation,		16,279 79
Removal of snow and ice,		159 91
Damages for injuries to persons and property,		3,769 09
Tolls for trackage over other railways,		722 56
Rentals of buildings and other property,		81 86
Other transportation expenses: car service supplies and expenses, $1,259.29; cleaning and sanding track, $902.45,		2,161 74
TOTAL OPERATING EXPENSES,		$56,863 10

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$168 38	
Other additions to railway: land for rights of way,	91 75	
TOTAL ADDITIONS TO RAILWAY,		$260 13
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): miscellaneous furniture and fixtures sold,		231 55
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$28 58

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$199,195 37	
Electric line construction, including poles, wiring, feeder lines, etc.,	45,818 33	
Interest accrued during construction of railway,	1,056 72	
Engineering and other expenses incident to construction,	25,678 48	
Other items of railway cost: land for rights of way,	16,893 25	
TOTAL COST OF RAILWAY OWNED,		$288,642 15
Cost of equipment:		
Cars and other rolling stock,	$35,173 05	
Electric equipment of same,	28,863 00	
TOTAL COST OF EQUIPMENT OWNED,		64,036 05
TOTAL PERMANENT INVESTMENTS,		$352,678 20
Cash and current assets: bills and accounts receivable,		13,124 28
TOTAL,		$365,802 48

Liabilities.	Cr.	
Capital stock,		$150,000 00
Funded debt,		125,000 00
Current liabilities:		
Loans and notes payable,	$67,100 00	
Matured interest coupons unpaid (including coupons due October 1),	14,062 50	
Total Current Liabilities,		81,162 50
Accrued liabilities: interest accrued and not yet due,		838 75
Profit and loss balance (surplus),		8,801 23
Total,		$365,802 48

Capital Stock.		
Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$500 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Jan. 1, 1923,	$125,000 00	-

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,540,585
Number carried per mile of main railway track operated,	120,897
Number of car miles run,	357,900
Average number of persons employed,	28

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	5	5	5	20
Open passenger cars,	7	7	-	28
Total,	12	12	5	48
Snow ploughs,	2	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	12.518	.225	12.743
Length of sidings, switches, etc.,	.437	-	.437
TOTAL, COMPUTED AS SINGLE TRACK,	12.955	.225	13.180

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.700 miles.

Names of the several cities and towns in which the railways operated by the company are located: Lawrence and Methuen.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	10	-	12
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	3	-	3
TOTALS,	-	2	-	13	-	15

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LAWRENCE & METHUEN STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Samuel W. Emery, *Vice-President, and General Counsel*, 53 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *Superintendent*, 50 Merrimac Street, Haverhill, Mass. Robert H. Dunbar, *Superintendent*, Salem, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. John Dearborn, Boston, Mass. Reginald H. Johnson, Braintree, Mass Charles F. Ayer, Lowell, Mass. Samuel W. Emery, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
SAMUEL W. EMERY,
Directors.
SAMUEL P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NOV. 13, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 14, 1906. Then personally appeared the above-named Samuel W. Emery and Reginald H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY WARE,
Justice of the Peace.

REPORT

OF THE

LEXINGTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$160,582 04
Operating expenses,		114,549 27
GROSS INCOME ABOVE OPERATING EXPENSES,		$46,032 77
Charges upon income accrued during the year:		
Interest on funded debt,	$15,750 00	
Interest and discount on unfunded debts and loans,	21,128 79	
Taxes, State and local,	$3,699 10	
Taxes, commutation,	1,583 77	
	5,282 87	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		42,161 66
Surplus for the year ending September 30, 1906,		$3,871 11
Amount of surplus September 30, 1905,		4,859 99
TOTAL SURPLUS SEPTEMBER 30, 1906,		$8,731 10
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$152,213 49
Receipts from rentals of buildings and other property,		6,748 25
Receipts from advertising in cars,		1,310 00
Other earnings from operation: other sources,		310 30
GROSS EARNINGS FROM OPERATION,		$160,582 04
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$7,991 03
General office expenses and supplies,		4,371 22
Legal expenses,		947 99
Insurance,		3,179 50
Other general expenses: storeroom expense,		594 21
Maintenance of roadway and buildings:		
Repair of roadbed and track,		6,843 57
Repair of electric line construction,		2,465 89
Repair of buildings,		213 88

Maintenance of equipment:		
Repair of cars,		$7,940 82
Repair of electric equipment of cars,		4,655 10
Repair of miscellaneous equipment,		796 25
Provender and stabling,		957 10
Transportation expenses:		
Cost of electric motive power, $26,978.91; less power sold, $407.88; net,		26,571 03
Wages and compensation of persons employed in conducting transportation,		36,747 97
Removal of snow and ice,		1,959 23
Damages for injuries to persons and property,		7,610 62
Rentals of buildings and other property,		619 50
Other transportation expenses: miscellaneous shop expense,		84 36
TOTAL OPERATING EXPENSES,		$114,549 27

PROPERTY ACCOUNTS.

Additions to railway: improvement of feeder system,		$2,161 42
Additions to equipment:		
Track cleaners and steel wheels,	$438 80	
Shop tools and machinery,	30 60	
TOTAL ADDITIONS TO EQUIPMENT,		469 40
Additions to land and buildings:		
Additional equipment of power stations (meters, additional water supply),	$211 45	
Other buildings necessary for operation of railway,	971 60	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		1,183 05
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$3,813 87
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Two Wason vestibule cars complete with 4 G. E. 67 motors,	$11,336 54	
Top for auto,	5 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		11,341 54
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		$7,527 67

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$444,445 23	
Electric line construction, including poles, wiring, feeder lines, etc.,	126,690 62	
Interest accrued during construction of railway,	25,587 22	
Engineering and other expenses incident to construction,	37,782 00	
Other items of railway cost: Boston & Maine crossing,	27,134 78	
TOTAL COST OF RAILWAY OWNED,		$661,639 85

Cost of equipment:		
Cars and other rolling stock,	$145,430 89	
Electric equipment of same,	121,802 46	
Horses,	210 00	
Other items of equipment: Auto, $1,299.50; storage battery, $36,632.33; shop tools and machinery, $398.43,	38,330 26	
TOTAL COST OF EQUIPMENT OWNED,		$305,773 61
Cost of land and buildings:		
Land and buildings necessary for operation of railway,	$93,689 51	
Electric power stations, including equipment,	141,604 12	
TOTAL COST OF LAND AND BUILDINGS OWNED,		235,293 63
TOTAL PERMANENT INVESTMENTS,		$1,202,707 09
Cash and current assets:		
Cash,	$50 00	
Bills and accounts receivable,	17,398 22	
TOTAL CASH AND CURRENT ASSETS,		17,448 22
Miscellaneous assets: materials and supplies,		8,198 52
TOTAL,		$1,228,353 83

LIABILITIES.		CR.
Capital stock,		$525,000 00
Funded debt,		350,000 00
Current liabilities:		
Loans and notes payable,	$339,000 00	
Audited vouchers and accounts,	5,223 29	
Salaries and wages,	186 59	
TOTAL CURRENT LIABILITIES,		344,409 88
Accrued liabilities: interest accrued and not yet due,		212 85
Profit and loss balance (surplus),		8,731 10
TOTAL,		$1,228,353 83

CAPITAL STOCK.

Capital stock authorized by law,	$525,000 00	
Capital stock authorized by votes of company,	525,000 00	
Capital stock issued and outstanding,		$525,000 00
Number of shares issued and outstanding,	5,250	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	$525,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4½	July 1, 1920,	$350,000 00	$15,750 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,167,442
Number carried per mile of main railway track operated,	106,519
Number of car miles run,	710,608
Average number of persons employed,	98

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	23	23	23	-
Open passenger cars,	38	38	-	-
Total,	61	61	23	170
Cars — Other Service.				
Service car,	1	-	-	-
Sand car,	1	-	-	-
Total,	2	-	-	-
Snow ploughs,	7	-	-	-

Miscellaneous Equipment

Carts and snow sleds,	1
Other highway vehicles: 1 snow leveller, 1 sleigh, 1 pung, 1 trolley wagon, 1 dinkey, 1 automobile, 1 concord and 1 express,	8
Horses,	2
Other items of equipment: harnesses,	2

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, Leased, etc.	Total Operated.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of railway line,	27.205	.373	.071	27.649	27.276
Length of second main track,	2.460	-	-	2.460	2.460
Total Length of Main Track,	29.665	.373	.071	30.109	29.736
Length of sidings, switches, etc.,	2.691	-	-	2.691	2.691
Total, Computed as Single Track,	32.356	.373	.071	32.800	32.427

Names of the several cities and towns in which the railways operated by the company are located: Arlington, Bedford, Billerica, Concord, Lexington, Waltham and Woburn.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Lexington Street, Waltham, . .	1	1
With Boston & Maine Railroad, Loomis Street, Bedford, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, ...	3	2

Number of above crossings at which *frogs* are inserted in the tracks, . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	29	-	12	-	41
Employees, ...	-	1	1	8	1	9
Other persons, ...	-	2	-	7	-	9
TOTALS, ...	-	32	1	27	1	59

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEXINGTON & BOSTON STREET RAILWAY COMPANY,

NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Matthew C. Brush, *Vice-President and General Manager*, Newtonville, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Newtonville, Mass. John B. Strongman, *Auditor*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
WILLIAM F. HAMMETT,
CHAS. W. SMITH,
J. L. RICHARDS,
ALDEN E. VILES,
SYDNEY HARWOOD,
Directors.
CHAS. W. SMITH,
Treasurer.
MATTHEW C. BRUSH,
Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. NOV. 6, 1906. Then personally appeared the above-named Adams D. Claflin, William F. Hammett, Chas. W. Smith, J. L. Richards, Alden E. Viles, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. M. COX,
Notary Public.

REPORT

OF THE

LINWOOD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$10,926 80
Operating expenses,		8,344 45
GROSS INCOME ABOVE OPERATING EXPENSES,		$2,582 35
Charges upon income accrued during the year:		
Taxes, State and local,	$202 44	
Taxes, commutation,	218 54	
		420 98
NET DIVISIBLE INCOME,		$2,161 37
Dividends declared (6 per cent),		720 00
Surplus for the year ending September 30, 1906,		$1,441 37
Amount of surplus September 30, 1905,		4,502 31
TOTAL SURPLUS SEPTEMBER 30, 1906,		$5,943 68
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$10,790 80
Receipts from advertising in cars,		136 00
GROSS EARNINGS FROM OPERATION,		$10,926 80
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$825 00
General office expenses and supplies,		70 04
Maintenance of equipment:		
Repair of cars,		138 23
Repair of electric equipment of cars,		125 89
Transportation expenses:		
Cost of electric motive power,		1,614 68
Wages and compensation of persons employed in conducting transportation,		3,412 10

Transportation expenses — *Concluded.*	
Tolls for trackage over other railways,	$1,211 01
Rentals of buildings and other property,	400 00
Other transportation expenses: street lighting,	547 50
TOTAL OPERATING EXPENSES,	$8,344 45

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$5,084 74	
Electric line construction, including poles, wiring, feeder lines, etc.,	587 20	
TOTAL COST OF RAILWAY OWNED,		$5,671 94
Cost of equipment:		
Cars and other rolling stock,	$6,363 01	
Electric equipment of same,	6,219 08	
Other items of equipment,	1,859 50	
TOTAL COST OF EQUIPMENT OWNED,		14,441 59
TOTAL PERMANENT INVESTMENTS,		$20,113 53
Cash and current assets: cash,		2,646 28
Miscellaneous assets: materials and supplies,		269 17
TOTAL,		$23,028 98

LIABILITIES.	CR.
Capital stock,	$12,000 00
Current liabilities: audited vouchers and accounts,	4,866 76
Accrued liabilities: taxes accrued and not yet due,	218 54
Profit and loss balance (surplus),	5,943 68
TOTAL,	$23,028 98

CAPITAL STOCK.

Capital stock authorized by law,	$12,000 00	
Capital stock authorized by votes of company,	12,000 00	
Capital stock issued and outstanding,		$12,000 00
Number of shares issued and outstanding,	120	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	$11,700 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	243,182
Number carried per mile of main railway track operated,	139,679
Number of car miles run,	40,369
Average number of persons employed,	6

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	4	4	4	12

Railway Operated (by Electric Power).*

Length of railway line,	1.741 miles.
Length of sidings, switches, etc.,	.160 "
Total, computed as single track,	1.901 "

Railway Located Outside of Public Ways.

Length of railway line,	.662 mile.

Names of the several cities and towns in which the railways operated by the company are located: Northbridge.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-
Totals,	-	-	1	-	1	-

Corporate Name and Address of the Company.

LINWOOD STREET RAILWAY COMPANY,

Whitinsville, Mass.

* Owned by private parties.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Cyrus A. Taft, *President*, Whitinsville, Mass. Geo. M. Whitin, *Vice-President*, Whitinsville, Mass. Arba S. Noyes, *Treasurer and Clerk of Corporation*, Whitinsville, Mass. Geo. Wilmot, *Superintendent*, Linwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Cyrus A. Taft, Whitinsville, Mass. Geo. M. Whitin, Whitinsville, Mass. Wm. L. Taft, Whitinsville, Mass. Chester W. Lasell, Whitinsville, Mass. Arba S. Noyes, Whitinsville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. W. LASELL,
G. M. WHITIN,
WM. L. TAFT,
C. A. TAFT,
Directors.
ARBA S. NOYES,
Treasurer.
GEO. WILMOT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WHITINSVILLE, Oct. 13, 1906. Then personally appeared the above-named C. W. Lasell, G. M. Whitin, Wm. L. Taft, Arba S. Noyes, Geo. Wilmot and C. A. Taft, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ROBERT K. BROWN,
Justice of the Peace.

REPORT

OF THE

LOWELL, ACTON & MAYNARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$6,984 21
Operating expenses,		5,110 23
GROSS INCOME ABOVE OPERATING EXPENSES,		$1,873 98
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	$1,759 61	
Taxes, State and local,	3 72	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		1,763 33
Surplus for the year ending September 30, 1906,		$110 65
Amount of deficit September 30, 1905,		365 41
TOTAL DEFICIT SEPTEMBER 30, 1906,		$254 76
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$6,556 21
Other earnings from operation: work car,		428 00
GROSS EARNINGS FROM OPERATION,		$6,984 21
EXPENSES OF OPERATION.		
General expenses,		$3 99
Maintenance of roadway and buildings:		
Repair of roadbed and track,		250 40
Repair of electric line construction,		35 60
Transportation expenses:		
Cost of electric motive power,		1,626 84
Wages and compensation of persons employed in conducting transportation,		2,806 17
Rentals of buildings and other property,		363 16
Other transportation expenses,		24 07
TOTAL OPERATING EXPENSES,		$5,110 23

Property Accounts.		
Additions to railway:		
Engineering,	$201 36	
Interest during construction,	793 83	
Total Additions to Railway,		$995 19

General Balance Sheet September 30, 1906.

Assets.	Dr.	
Cost of railway:		
Roadbed and tracks,	$30,565 23	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,546 36	
Interest accrued during construction of railway,	4,666 55	
Engineering and other expenses incident to construction,	11,650 86	
Total Cost of Railway Owned,		$48,429 00
Cash and current assets:		
Cash,	$884 40	
Bills and accounts receivable,	115 92	
Total Cash and Current Assets,		1,000 32
Miscellaneous assets: materials and supplies,		5,100 00
Profit and loss balance (deficit),		254 76
Total,		$54,784 08

Liabilities	Cr.	
Capital stock,		$20,000 00
Current liabilities:		
Loans and notes payable,	$27,000 00	
Audited vouchers and accounts,	7,784 08	
Total Current Liabilities,		34,784 08
Total,		$54,784 08

Capital Stock.		
Capital stock authorized by law,	$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	20	
Number of stockholders in Massachusetts,	20	
Amount of stock held in Massachusetts,	$20,000 00	

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	131,736
Number carried per mile of main railway track operated,	67,110
Number of car miles run,	48,574
Average number of persons employed,	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Total Operated.
	Miles.	Miles.
Length of railway line,	2.000	1.963
TOTAL,	2.000	1.963

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1,320 feet.

Names of the several cities and towns in which the railways operated by the company are located: Maynard and Acton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, ACTON & MAYNARD STREET RAILWAY COMPANY,

MAYNARD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter R. Dame, *President*, Clinton, Mass. Charles H. Persons, *Vice-President*, Maynard, Mass. John W. Ogden, *Treasurer, Clerk of Corporation, and Superintendent*, Maynard, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter R. Dame, Clinton, Mass. Amos T. Saunders, Clinton, Mass. Harold Parker, Lancaster, Mass. Charles H. Persons, Maynard, Mass. John W. Ogden, Maynard, Mass. Chas. W. Shippee, Milford, Mass. Edmund B. Fuller, Haverhill, Mass. Charles B. Stone, West Acton, Mass. Henry Tower, Hudson, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER R. DAME,
JOHN W. OGDEN,
CHARLES H. PERSONS,
HENRY TOWER,
CHARLES B. STONE,
Directors.
JOHN W. OGDEN,
Treasurer.
JOHN W. OGDEN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. MAYNARD, Nov. 7, 1906. Then personally appeared the above-named Walter R. Dame, Charles H. Persons, Henry Tower and Charles B. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowldge and belief, true.

Before me, JOHN W. OGDEN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. MAYNARD, Nov. 7, 1906. Then personally appeared the above-named John W. Ogden and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WALTER R. DAME,
Justice of the Peace.

REPORT

OF THE

LOWELL & FITCHBURG STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Commenced operation May 31, 1906.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$17,211 10
Operating expenses,		9,872 66
GROSS INCOME ABOVE OPERATING EXPENSES,		$7,338 44
Charges upon income accrued during the year:		
Interest on funded debt,	$2,500 00	
Taxes, State and local,	86 49	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		2,586 49
Surplus for the year ending September 30, 1906,		$4,751 95
TOTAL SURPLUS SEPTEMBER 30, 1906,		$4,751 95

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$17,108 85
Receipts from rentals of buildings and other property,	16 00
Receipts from advertising in cars,	70 00
Receipts from interest on deposits,	16 25
GROSS EARNINGS FROM OPERATION,	$17,211 10

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$922 51
General office expenses and supplies,	150 36
Insurance,	212 10
Other general expenses: advertising,	47 06
Maintenance of roadway and buildings:	
Repair of roadbed and track,	380 48
Repair of electric line construction,	189 90
Repair of buildings,	4 37
Maintenance of equipment:	
Repair of cars,	600 29
Repair of electric equipment of cars,	336 65
Repair of miscellaneous equipment,	47 38

Transportation expenses:		
Cost of electric motive power,		$4,562 53
Wages and compensation of persons employed in conducting transportation,		2,317 73
Damages for injuries to persons and property,		52 80
Rentals of buildings and other property,		48 50
TOTAL OPERATING EXPENSES,		$9,872 66

PROPERTY ACCOUNTS.

Additions to railway:		
Construction of tracks,	$209,052 68	
New electric line construction,	54,303 83	
Other additions to railway: engineering, interest and legal expenses,	29,852 45	
TOTAL ADDITIONS TO RAILWAY,		$293,208 96
Additions to equipment:		
Additional cars,	$25,318 45	
Electric equipment of same,	22,559 11	
TOTAL ADDITIONS TO EQUIPMENT,		47,877 56
Additions to land and buildings:		
Additional land necessary for operation of railway,	$5,887 00	
New electric power stations, including machinery, etc.,	19,497 43	
Other new buildings necessary for operation of railway,	7,345 19	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		32,729 62
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$373,816 14

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$315,468 73	
Electric line construction, including poles, wiring, feeder lines, etc.,	54,303 83	
Interest accrued during construction of railway,	22,643 28	
Engineering and other expenses incident to construction,	43,517 71	
Other items of railway cost: organization and legal,	8,084 85	
TOTAL COST OF RAILWAY OWNED,		$444,018 40
Cost of equipment:		
Cars and other rolling stock,	$25,318 45	
Electric equipment of same,	22,559 11	
TOTAL COST OF EQUIPMENT OWNED,		47,877 56

Cost of land and buildings:		
Land necessary for operation of railway,	$23,783 85	
Electric power stations, including equipment,	19,497 43	
Other buildings necessary for operation of railway,	7,345 19	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$50,626 47
TOTAL PERMANENT INVESTMENTS,		$542,522 43
Cash and current assets:		
Cash,	$6,910 83	
Other cash and current assets: interest on deposits,	16 25	
TOTAL CASH AND CURRENT ASSETS,		6,927 08
Miscellaneous assets: materials and supplies,		427 61
TOTAL,		$549,877 12

LIABILITIES.		CR.
Capital stock,		$200,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	$124,000 00	
Audited vouchers and accounts,	18,538 68	
TOTAL CURRENT LIABILITIES,		142,538 68
Accrued liabilities:		
Interest accrued and not yet due,	$2,500 00	
Taxes accrued and not yet due,	86 49	
TOTAL ACCRUED LIABILITIES,		2,586 49
Profit and loss balance (surplus),		4,751 95
TOTAL,		$549,877 12

CAPITAL STOCK.

Capital stock authorized by law,	$200,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	$200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Jan. 1, 1926,	$200,000 00	-

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	342,247
Number carried per mile of main railway track operated,	26,949
Number of car miles run,	61,678
Average number of persons employed,	18
Regular passenger schedule begun about May 31, 1906.	

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	6	6	6	20
Snow ploughs,	1	-	-	4

Railway Owned and Operated (by Electric Power).

Length of railway line,	12 700 miles.
Length of sidings, switches, etc.,	.461 "
Total, computed as single track,	13.161 "

Railway Located Outside of Public Ways.

Length of railway line,	5.880 miles.

Names of the several cities and towns in which the railways operated by the company are located: Ayer, Groton, Westford and Chelmsford.

Corporate Name and Address of the Company.

LOWELL & FITCHBURG STREET RAILWAY COMPANY,

Ayer, Mass.

Names and Business Address of Principal Officers.

Albert L. Register, *President*, 112 N. Broad Street, Philadelphia, Pa. J. Rea Patterson, *Treasurer*, 112 N. Broad Street, Philadelphia, Pa. Henry C. Shaw, *Clerk of Corporation*, 60 State Street, Boston, Mass. Arthur H. Brooks, *General Counsel*, 53 State Street, Boston, Mass. George C. Capen, *Auditor*, Philadelphia, Pa. J. P. Satterlee, *Superintendent*, Ayer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albert L. Register, Ardmore, Pa. J. Rea Patterson, Merion Station, Pa. Julius Christensen, Philadelphia, Pa. Henry C. Shaw, Cambridge, Mass. Ralph W. Robbins, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALBERT L. REGISTER,
HENRY C. SHAW,
RALPH W. ROBBINS,
J. REA PATTERSON,
Directors.
J. REA PATTERSON,
Treasurer.
J. P. SATTERLEE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 2, 1906. Then personally appeared the above-named Albert L. Register, Henry C. Shaw and Ralph W. Robbins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR H. BROOKS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX ss. AYER, Nov. 5, 1906. Then personally appeared the above-named J. P. Satterlee and singly made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, GEORGE W. SANDERSON,
Notary Public.

COMMONWEALTH OF PENNSYLVANIA.

COUNTY OF PHILADELPHIA, ss. NOV. 1, 1906. Then personally appeared the above-named J. Rea Patterson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOHN B. HENKELS,
Notary Public.

REPORT

OF THE

LOWELL & PELHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$12,274 80
Operating expenses,		12,215 84
NET EARNINGS FROM OPERATION,		$58 96
Miscellaneous income: sale of old material,		181 49
GROSS INCOME ABOVE OPERATING EXPENSES,		$240 45
Charges upon income accrued during the year:		
Interest on funded debt,	$2,000 00	
Interest and discount on unfunded debts and loans,	1,107 85	
Taxes, State and local,	108 71	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		3,216 56
Deficit for the year ending September 30, 1906,		$2,976 11
Amount of deficit September 30, 1905,		6,337 19
TOTAL DEFICIT SEPTEMBER 30, 1906,		$9,313 30

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$12,239 13
Receipts from advertising in cars,	35 67
GROSS EARNINGS FROM OPERATION,	$12,274 80

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$603 40
General office expenses and supplies,	157 54
Legal expenses,	75 95
Insurance,	220 31
Other general expenses: advertising, $396.51; miscellaneous, $122.20,	518 71

Maintenance of roadway and buildings:	
Repair of roadbed and track,	$555 18
Repair of electric line construction,	218 05
Repair of buildings,	18 99
Maintenance of equipment: repair of cars and repair of electric equipment of cars,	2,005 21
Transportation expenses:	
Cost of electric motive power,	3,046 06
Wages and compensation of persons employed in conducting transportation,	3,670 69
Removal of snow and ice,	26 73
Damages for injuries to persons and property,	607 80
Rentals of buildings and other property,	16 33
Other transportation expenses: car service supplies and expenses, $275.36; cleaning and sanding track, $199.53,	474 89
TOTAL OPERATING EXPENSES,	$12,215 84

PROPERTY ACCOUNTS.

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): miscellaneous furniture and fixtures, valuation,	$152 92
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,	$152 92

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS	DR.	
Cost of railway:		
Roadbed and tracks,	$34,401 04	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,045 90	
Engineering and other expenses incident to construction,	7,712 16	
Other items of railway cost: land for right of way,	133 64	
TOTAL COST OF RAILWAY OWNED,		$55,292 74
Cost of equipment:		
Cars and other rolling stock,	$24,994 05	
Electric equipment of same,	16,807 00	
TOTAL COST OF EQUIPMENT OWNED,		41,801 05
TOTAL PERMANENT INVESTMENTS,		$97,093 79
Cash and current assets: bills and accounts receivable,		1,987 91
Profit and loss balance (deficit),		9,313 30
TOTAL,		$108,395 00

LIABILITIES.	CR.
Capital stock,	$40,000 00
Funded debt,	40,000 00

Current liabilities:		
Loans and notes payable,	$23,600 00	
Matured interest coupons unpaid (including coupons due October 1),	4,500 00	
TOTAL CURRENT LIABILITIES,		$28,100 00
Accrued liabilities: interest accrued and not yet due,		295 00
TOTAL,		$108,395 00

CAPITAL STOCK.

Capital stock authorized by law,	$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock issued and outstanding,		$40,000 00
Number of shares issued and outstanding,	400	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	$600 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Jan. 1, 1923,	$40,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	364,238
Number carried per mile of main railway track operated,	115,010
Number of car miles run,	78,100
Average number of persons employed,	8

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.				
Box passenger cars,	4	4	4	16
Open passenger cars,	5	5	-	20
TOTAL,	9	9	4	36
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	3.167 miles.
Length of sidings, switches, etc.,	.151 "
Total, computed as single track,	3.318 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	.607 mile.

Names of the several cities and towns in which the railways operated by the company are located: Dracut.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & PELHAM STREET RAILWAY COMPANY,

50 MERRIMAC STREET, HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

David A. Belden, *President*, 50 Merrimac Street, Haverhill, Mass. Samuel W. Emery, *Vice-President, and General Counsel*, 53 State Street, Boston, Mass. Samuel P. Russell, *Treasurer and Auditor*, 50 Merrimac Street, Haverhill, Mass. Reginald H. Johnson, *Clerk of Corporation*, 53 State Street, Boston, Mass. Franklin Woodman, *General Manager*, 50 Merrimac Street, Haverhill, Mass. Robert H. Dunbar, *Superintendent*, Salem, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass. John Dearborn, Boston, Mass. Reginald H. Johnson, Braintree, Mass. Charles F. Ayer, Lowell, Mass. Samuel W. Emery, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID A. BELDEN,
REGINALD H. JOHNSON,
SAMUEL W. EMERY,
Directors.
SAMUEL P. RUSSELL,
Treasurer.
FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 13, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES H. POOR,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1906. Then personally appeared the above-named Samuel W. Emery and Reginald H. Johnson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY WARE,
Justice of the Peace.

REPORT

OF THE

LOWELL & WOBURN STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 28, 1906.

[Operations from May 10, 1906. Consolidated with the Boston & Northern September 28, 1906.]

GENERAL EXHIBIT FOR THE PERIOD.	
Gross earnings from operation,	$12,703 93
Operating expenses,	9,174 02
GROSS INCOME ABOVE OPERATING EXPENSES,	$3,529 91
Charges upon income accrued during the period: taxes, state and local,	77 27
Surplus for the period ending September 28, 1906,	$3,452 64
Amount of deficit September 30, 1905,	685 41
Credits to profit and loss account during the period: adjustment of accounts,	2,058 05
TOTAL SURPLUS SEPTEMBER 28, 1906,	$4,825 28
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$12,596 43
Receipts from advertising in cars,	62 50
Other earnings from operation: miscellaneous,	45 00
GROSS EARNINGS FROM OPERATION,	$12,703 93
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$200 00
General office expenses and supplies,	99 03
Legal expenses,	277 11
Insurance,	323 36
Other general expenses:	
Advertising,	260 13
Miscellaneous,	81 57

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$135 96
Repair of electric line construction,		85 00
Repair of buildings,		60 44
Maintenance of equipment:		
Repair of cars,		908 32
Repair of electric equipment of cars,		844 16
Repair of miscellaneous equipment,		2 25
Transportation expenses:		
Cost of electric motive power,		2,620 53
Wages and compensation of persons employed in conducting transportation,		3,132 76
Rentals of buildings and other property,		25 51
Other transportation expenses:		
Car service supplies,		39 35
Cleaning, oiling and sanding track, $10.80; miscellaneous car service expense, $67.74,		78 54
TOTAL OPERATING EXPENSES,		$9,174 02

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$18,057 46	
New electric line construction,	5,033 22	
Other additions to railway:		
Interest during construction,	500 84	
Engineering,	4,074 34	
TOTAL ADDITIONS TO RAILWAY,		$27,665 86
Additions to equipment:		
Additional cars,	$3,872 11	
Electric equipment of same,	4,024 30	
TOTAL ADDITIONS TO EQUIPMENT,		7,896 41
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$35,562 27

GENERAL BALANCE SHEET SEPTEMBER 28, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$65,351 46	
Electric line construction, including poles, wiring, feeder lines, etc.,	19,970 42	
Interest accrued during construction of railway,	3,379 14	
Engineering and other expenses incident to construction,	14,461 82	
TOTAL COST OF RAILWAY OWNED,		$103,162 84
Cost of equipment:		
Cars and other rolling stock,	$15,139 21	
Electric equipment of same,	13,376 10	
Other items of equipment: sundry equipment,	192 60	
TOTAL COST OF EQUIPMENT OWNED,		28,707 91

Cost of land and buildings:		
Land necessary for operation of railway,	$2,589 40	
Real estate,	7,864 50	
Buildings necessary for operation of railway,	438 70	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$10,892 60
TOTAL PERMANENT INVESTMENTS,		$142,763 35
Cash and current assets:		
Cash,	$9,398 99	
Bills and accounts receivable,	6,453 68	
Other cash and current assets:		
Prepaid taxes,	19 88	
Prepaid insurance,	124 34	
TOTAL CASH AND CURRENT ASSETS,		15,996 89
TOTAL,		$158,760 24

LIABILITIES.		CR.
Capital stock,		$143,200 00
Current liabilities:		
Audited vouchers and accounts,	$10,728 29	
Miscellaneous current liabilities: outstanding tickets,	6 67	
TOTAL CURRENT LIABILITIES,		10,734 96
Profit and loss balance (surplus),		4,825 28
TOTAL,		$158,760 24

CAPITAL STOCK.		
Capital stock authorized by law,	$143,200 00	
Capital stock authorized by votes of company,	143,200 00	
Capital stock issued and outstanding,		$143,200 00
Number of shares issued and outstanding,	1,432	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	$143,200 00	

VOLUME OF TRAFFIC, ETC

Number of passengers paying revenue carried during the period,	251,680
Number carried per mile of main railway track operated,	28,972
Number of car miles run,	80,735
Average number of persons employed,	38

Commenced operation May 10, 1906.

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	5	-	5	5	-
Open passenger cars,	8	-	8	-	-
Total,	13	-	13	5	28
Cars — Other Service.					
Platform freight cars,	-	1	-	-	-
Snow ploughs,	2	-	-	-	-

Railway Owned and Operated (by Electric Power).

Length of railway line,	8 687 miles.
Length of sidings, switches, etc.,	.516 "
Total, computed as single track,	9.203 "

Railway Located Outside of Public Ways.

Length of railway line,	.295 mile.
Length of sidings,	.154 "
Total, computed as single track,	.449 "

Names of the several cities and towns in which the railways operated by the company are located: Billerica, Burlington and Woburn.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
Totals,	-	-	-	1	-	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & WOBURN STREET RAILWAY COMPANY,

84 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Arthur J. Young, *President*, Boston, Mass. James T. Swan, *Treasurer and Clerk of Corporation*, Boston, Mass. A E. Myers, *Superintendent*, Woburn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William A. Fisher, Lowell, Mass. Horace B. Rogers, Brockton, Mass. Walter M. Sawyer, Needham, Mass. Joshua M. Sears, Boston, Mass. Ralph A. Stewart, Brookline, Mass. James T. Swan, Arlington, Mass. Joseph Wentworth, Boston, Mass. Arthur J. Young, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ARTHUR J. YOUNG,
JAMES T. SWAN,
HORACE B. ROGERS,
WILLIAM A. FISHER,
WALTER M. SAWYER,
Directors.
JAMES T. SWAN,
Treasurer.
A E. MYERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 6, 1906. Then personally appeared the above-named Arthur J. Young, James T. Swan, Horace B. Rogers, William A. Fisher, Walter M. Sawyer and A. E. Myers, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$33,259 31
Operating expenses,		24,337 07
NET EARNINGS FROM OPERATION,		$8,922 24
Miscellaneous income: amusements,		673 97
GROSS INCOME ABOVE OPERATING EXPENSES,		$9,596 21
Charges upon income accrued during the year:		
Interest on funded debt,	$8,000 00	
Interest and discount on unfunded debts and loans,	4,775 33	
Taxes, State and local, $939 00		
Taxes, commutation, 277 19		
	1,216 19	
Other deductions from income: park expenses,	488 83	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		14,480 35
Deficit for the year ending September 30, 1906,		$4,884 14
Amount of deficit September 30, 1905,		14,683 90
Debits to profit and loss account during the year:		
Adjustment of tax account, 1905,	$1,305 49	
Adjustment of damage account,	4,177 40	
Adjustment of material and supplies account,	729 89	
TOTAL DEBITS,		6,212 78
TOTAL DEFICIT SEPTEMBER 30, 1906,		$25,780 82

EARNINGS FROM OPERATION.	
Receipts from passengers,	$27,751 10
Receipts from advertising in cars,	162 50
Receipts from interest on deposits,	27 21
Other earnings from operation,	5,296 50
Chartered cars,	22 00
GROSS EARNINGS FROM OPERATION,	$33,259 31

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$204 00
General office expenses and supplies,		43 45
Legal expenses,		1,059 44
Insurance,		1,258 58
Other general expenses:		
Advertising and attractions,		98 60
Miscellaneous general expense,		389 01
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,905 40
Repair of electric line construction,		595 91
Repair of buildings,		203 55
Maintenance of equipment:		
Repair of cars,		1,591 25
Repair of electric equipment of cars,		1,749 49
Repair of miscellaneous equipment,		64 88
Transportation expenses:		
Cost of electric motive power, $13,328 03; less power sold, $9,895.55; net,		3,432 48
Wages and compensation of persons employed in conducting transportation,		8,693 44
Removal of snow and ice,		268 37
Damages for injuries to persons and property,		920 77
Other transportation expenses: miscellaneous car service expense,		858 45
Total Operating Expenses,		$24,337 07
Property Accounts.		
Additions to railway: new electric line construction,		$331 37
Additions to equipment:		
Additional cars,	$1,387 00	
Electric equipment of same,	248 19	
Total Additions to Equipment,		1,635 19
Additions to land and buildings:		
Additional land necessary for operation of railway,	$25 00	
Additional equipment of power stations,	112 95	
Total Additions to Land and Buildings,		137 95
Total Additions to Property Accounts,		$2,104 15
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$164,150 96	
Electric line construction, including poles, wiring, feeder lines, etc.,	38,597 76	
Interest accrued during construction of railway,	4,223 62	
Engineering and other expenses incident to construction,	8,440 60	
Total Cost of Railway Owned,		$215,412 94

Cost of equipment:		
Cars and other rolling stock,	$38,428 40	
Electric equipment of same,	23,100 02	
Other items of equipment,	1,999 27	
TOTAL COST OF EQUIPMENT OWNED,		$63,527 69
Cost of land and buildings:		
Land necessary for operation of railway,	$4,841 68	
Electric power stations, including equipment,	70,482 99	
Other buildings necessary for operation of railway,	9,373 95	
TOTAL COST OF LAND AND BUILDINGS OWNED,		84,698 62
Other permanent property: park property,		15,648 71
TOTAL PERMANENT INVESTMENTS,		$379,287 96
Cash and current assets:		
Cash,	$1,802 45	
Bills and accounts receivable,	5,440 69	
TOTAL CASH AND CURRENT ASSETS,		7,243 14
Miscellaneous assets:		
Materials and supplies,	$1,428 84	
Other assets and property: prepaid insurance,	746 15	
TOTAL MISCELLANEOUS ASSETS,		2,174 99
Profit and loss balance (deficit),		25,780 82
TOTAL,		$414,486 91

LIABILITIES.		CR.
Capital stock,		$160,000 00
Funded debt,		160,000 00
Current liabilities:		
Loans and notes payable,	$83,600 00	
Audited vouchers and accounts,	2,562 31	
TOTAL CURRENT LIABILITIES,		86,162 31
Accrued liabilities:		
Interest accrued and not yet due,	$8,307 31	
Miscellaneous accrued liabilities: accident insurance,	17 29	
TOTAL ACCRUED LIABILITIES,		8,324 60
TOTAL,		$414,486 91

CAPITAL STOCK.

Capital stock authorized by law,	$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued and outstanding,		$160,000 00
Number of shares issued and outstanding,	1,600	
Number of stockholders,	14	
Number of stockholders in Massachusetts,	13	
Amount of stock held in Massachusetts,	$150,300 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, ...	Per Cent. 5	July 1, 1921, .	$160,000 00	$8,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	572,859
Number carried per mile of main railway track operated, .	42,403
Number of car miles run, ...	196,124
Average number of persons employed, ...	20

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars, ...	6	6	6	12
Open passenger cars, ...	6	6	–	12
Total, ...	12	12	6	24
Cars — Other Service.				
Work cars, ...	1	1	–	–
Snow ploughs, ...	2	–	–	–

Railway Owned and Operated (by Electric Power).

Length of railway line, ...	13.510 miles.
Length of sidings, switches, etc., ...	.350 "
Total, computed as single track, ...	13.860 "

Railway Located Outside of Public Ways.

Length of railway line, ...	2.089 miles.

Names of the several cities and towns in which the railways operated by the company are located: Marlborough, Southborough, Westborough and Grafton.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (3 in number), viz.:		
With Grafton & Upton Railroad, at Westborough Street, Grafton,	1	1
With Grafton & Upton Railroad, at junction of Shrewsbury and Oak streets,	1	1
With New York, New Haven & Hartford Railroad, at Florence Street, Marlborough,	1	1
Total Number of Tracks at Crossings,	3	3

Number of above crossings at which *frogs* are inserted in the tracks, . 3

Accidents to Persons

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	3	-	4
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	1	-	1
Totals,	-	1	-	5	-	6

Corporate Name and Address of the Company.

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY,

Worcester, Mass.

Names and Business Address of Principal Officers.

Francis H. Dewey, *President and General Counsel*, Worcester, Mass. A. George Bullock, *Vice-President*, Worcester, Mass. Justin W. Lester, *Treasurer and Clerk of Corporation*, Worcester, Mass. Edward G. Connette, *General Manager*, Worcester, Mass. John B. Gorman, *Superintendent*, Worcester, Mass.

Names and Residence of Board of Directors.

A. George Bullock, Worcester, Mass. Francis H. Dewey, Worcester, Mass. Francis R. Hart, Boston, Mass. Lincoln N. Kinnicutt, Worcester, Mass. Samuel E. Winslow, Worcester, Mass. Frederick W. Kendrick, New York, N. Y. Charles E. Ware, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true

FRANCIS H. DEWEY,
LINCOLN N. KINNICUTT,
FRANCIS R. HART,
SAMUEL E. WINSLOW,
Directors.
JUSTIN W. LESTER,
Treasurer.
EDWARD G. CONNETTE,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 7, 1906. Then personally appeared the above-named Francis H. Dewey, Lincoln N. Kinnicutt, Samuel E. Winslow, Justin W. Lester, and Edward G. Connette, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHANDLER BULLOCK,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 10, 1906. Then personally appeared the above-named Francis R. Hart, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Operated by the Cottage City & Edgartown Traction Company.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		$280 00
Expenses and charges upon income accrued during the year: repairing track,		$280 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1906.		
ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$4,500 00	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,000 00	
Other items of railway cost: land for right of way,	2,500 00	
TOTAL COST OF RAILWAY OWNED,		$8,000 00
TOTAL,		$8,000 00
LIABILITIES.	CR.	
Capital stock (amount paid in),		$8,000 00
TOTAL,		$8,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	8,000 00	
Amount paid in on 80 shares not yet issued,		$8,000 00
Number of subscribers,	6	
Number of subscribers in Massachusetts,	6	
Amount of subscriptions held in Massachusetts,	$8,000 00	

RAILWAY OWNED.

Length of railway line, ...	1.100 miles.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD STREET RAILWAY COMPANY,

COTTAGE CITY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Andrew A. Highlands, *President and General Counsel*, 15 State Street, Boston, Mass. Allen A. Brown, *Treasurer and Clerk of Corporation*, 30 Kilby Street, Boston, Mass. Edwin R. Frasier, *General Manager and Superintendent*, Cottage City, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Andrew A. Highlands, Brookline, Mass. Allen A. Brown, Boston, Mass. Edwin R. Frasier, Cottage City, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALLEN A. BROWN,
ANDREW A. HIGHLANDS,
EDWIN R. FRASIER,
Directors.
ALLEN A. BROWN,
Treasurer.
EDWIN R. FRASIER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct 23, 1906. Then personally appeared the above-named Allen A. Brown, Andrew A. Highlands and Edwin R Frasier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALBERT GARCEAU,
Notary Public.

REPORT

OF THE

MEDFIELD & MEDWAY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$25,385 00
Operating expenses,		16,844 50
GROSS INCOME ABOVE OPERATING EXPENSES,		$8,540 50
Charges upon income accrued during the year:		
Interest on funded debt,	$5,000 00	
Interest and discount on unfunded debts and loans,	2,603 39	
Taxes, State and local, $2 39		
Taxes, commutation, 228 14		
	230 53	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		7,833 92
Surplus for the year ending September 30, 1906,		$706 58
Amount of deficit September 30, 1905,		10,285 01
TOTAL DEFICIT SEPTEMBER 30, 1906,		$9,578 43

EARNINGS FROM OPERATION	
Receipts from passengers carried,	$25,290 50
Receipts from advertising in cars,	87 50
Other earnings from operation: chartered cars,	7 00
GROSS EARNINGS FROM OPERATION,	$25,385 00

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$677 86
General office expenses and supplies,	33 67
Other general expenses:	
Advertising,	28 00
Miscellaneous general expense,	233 86

Maintenance of roadway and buildings:	
Repair of roadbed and track,	$1,022 91
Repair of electric line construction,	37 20
Maintenance of equipment:	
Repair of cars,	413 26
Repair of electric equipment of cars,	639 47
Transportation expenses:	
Cost of electric motive power,	5,491 25
Wages and compensation of persons employed in conducting transportation,	7,582 28
Removal of snow and ice,	81 04
Rentals of buildings and other property,	2 00
Other transportation expenses:	
Car service supplies and expenses,	70 07
Cleaning, oiling and sanding tracks,	531 63
TOTAL OPERATING EXPENSES,	$16,844 50

PROPERTY ACCOUNTS

Additions to equipment: drilling machine and tools,	$163 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	$163 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$151,976 77	
Electric line construction, including poles, wiring, feeder lines, etc.,	50,607 12	
Interest accrued during construction of railway,	1,086 41	
Engineering and other expenses incident to construction,	11,868 37	
TOTAL COST OF RAILWAY OWNED,		$215,538 67
Cost of equipment:		
Cars and other rolling stock,	$15,415 28	
Electric equipment of same,	5,861 87	
Other items of equipment: sundry equipment,	205 88	
TOTAL COST OF EQUIPMENT OWNED,		21,483 03
Cost of land and buildings: land necessary for operation of railway,		1,352 39
TOTAL PERMANENT INVESTMENTS,		$238,374 09
Cash and current assets: cash,		622 51
Profit and loss balance (deficit),		9,578 43
TOTAL,		$248,575 03

LIABILITIES.	CR.
Capital stock,	$100,000 00
Funded debt,	100,000 00

Current liabilities:		
Loans and notes payable,	$41,097 12	
Audited vouchers and accounts,	1,060 83	
TOTAL CURRENT LIABILITIES,		$42,157 95
Accrued liabilities: interest accrued and not yet due,		6,417 08
TOTAL,		$248,575 03

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	9	
Number of stockholders in Massachusetts,	9	
Amount of stock held in Massachusetts,	$100,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	July 1, 1920,	$100,000 00	$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	512,627
Number carried per mile of main railway track operated,	46,564
Number of car miles run,	151,330
Average number of persons employed,	18

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	Number of Motors.
CARS — PASSENGER SERVICE.						
Box passenger cars,	2	2	4	2	2	-
Open passenger cars,	3	-	3	3	-	-
TOTAL,	5	2	7	5	2	10
Snow ploughs,	2	-	-	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.009 miles.
Length of sidings, switches, etc.,	.241 "
Total, computed as single track,	11 250 "

Names of the several cities and towns in which the railways operated by the company are located: Medfield, Millis, Medway and Franklin.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Main Street, Medfield,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	1	-	2	-	3

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MEDFIELD & MEDWAY STREET RAILWAY COMPANY,

WESTWOOD, MASS

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred S. Gore, *President*, 294 Washington Street, Boston, Mass. Charles N. Chase, *Treasurer*, 28 State Street, Boston, Mass. James A. Fitton, *Clerk of Corporation*, 85 Water Street, Boston, Mass. Walter E. Gardner, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred S. Gore, Dorchester, Mass. Robert E. Goodwin, Concord, Mass. James A. Fitton, Dorchester, Mass. Edward E. Blodgett, Brookline, Mass. John R. Graham, Quincy, Mass. Charles N. Chase, Stoughton, Mass. Hiram M. Burton, Winchester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED S. GORE,
EDWARD E. BLODGETT,
CHARLES N. CHASE,
HIRAM M. BURTON,
JAMES A. FITTON,
Directors.
CHARLES N. CHASE,
Treasurer.
WALTER E. GARDNER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1906. Then personally appeared the above-named Fred S. Gore, Edward E. Blodgett, Charles N. Chase, Hiram M. Burton and James A. Fitton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FREDERICK W. EATON,
Justice of the Peace.

REPORT

OF THE

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$91,342 25
Operating expenses,		50,121 06
GROSS INCOME ABOVE OPERATING EXPENSES,		$41,221 19
Charges upon income accrued during the year:		
Interest on funded debt,	$12,500 00	
Interest and discount on unfunded debts and loans,	1,687 50	
Taxes, State and local,	3,343 88	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		17,531 38
NET DIVISIBLE INCOME,		$23,689 81
Dividends declared (2½ per cent),		7,875 00
Surplus for the year ending September 30, 1906,		$15,814 81
Amount of surplus September 30, 1905,		20,205 66
TOTAL SURPLUS SEPTEMBER 30, 1906,		$36,020 47

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$89,536 33
Receipts from carriage of mails,	554 92
Receipts from rentals of buildings and other property,	951 00
Receipts from advertising in cars,	300 00
GROSS EARNINGS FROM OPERATION,	$91,342 25

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$2,028 00
General office expenses and supplies,	328 00
Legal expenses,	214 50

General expenses — *Concluded.*		
Insurance,		$1,800 00
Other general expenses: oil, salt, etc.,		1,979 39
Maintenance of roadway and buildings:		
Repair of roadbed and track,		3,209 80
Repair of electric line construction,		683 58
Repair of buildings,		1 76
Maintenance of equipment:		
Repair of cars,		4,437 98
Repair of electric equipment of cars,		2,307 40
Repair of miscellaneous equipment,		4 33
Transportation expenses:		
Cost of electric motive power, $15,538.13; less power sold, $5,480.50; net,		10,057 63
Wages and compensation of persons employed in conducting transportation,		18,718 78
Removal of snow and ice,		448 52
Damages for injuries to persons and property,		3,045 05
Tolls for trackage over other railways,		400 34
Rentals of buildings and other property,		267 92
Other transportation expenses: advertising time tables,		188 08
TOTAL OPERATING EXPENSES,		$50,121 06

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$287,799 63	
Electric line construction, including poles, wiring, feeder lines, etc.,	71,904 70	
Interest accrued during construction of railway,	17,396 83	
Engineering and other expenses incident to construction,	10,558 59	
TOTAL COST OF RAILWAY OWNED,		$387,659 75
Cost of equipment: cars and other rolling stock,		91,400 46
Cost of land and buildings:		
Land necessary for operation of railway,	$6,405 02	
Electric power stations, including equipment,	80,932 79	
TOTAL COST OF LAND AND BUILDINGS OWNED,		87,337 81
Other permanent property: tenements and buildings at Hoag Lake,		31,414 86
TOTAL PERMANENT INVESTMENTS,		$597,812 88
Cash and current assets:		
Cash,	$13,073 37	
Bills and accounts receivable,	23,632 02	
Other cash and current assets: prepaid insurance,	1,174 36	
TOTAL CASH AND CURRENT ASSETS,		37,879 75
TOTAL,		$635,692 63

Liabilities.		Cr.
Capital stock,		$315,000 00
Funded debt,		250,000 00
Current liabilities:		
Loans and notes payable,	$29,500 00	
Audited vouchers and accounts,	5,172 16	
Total Current Liabilities,		34,672 16
Profit and loss balance (surplus),		36,020 47
Total,		$635,692 63

Capital Stock.

Capital stock authorized by law,	$315,000 00	
Capital stock authorized by votes of company,	315,000 00	
Capital stock issued and outstanding,		$315,000 00
Number of shares issued and outstanding,	3,150	
Number of stockholders,	68	
Number of stockholders in Massachusetts,	68	
Amount of stock held in Massachusetts,	$315,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Oct. 1, 1919,	$250,000 00	$12,500 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,883,935
Number carried per mile of main railway track operated,	62,798
Number of car miles run,	461,960
Average number of persons employed,	45

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors
Cars — Passenger Service.				
Box passenger cars,	10	4	10	-
Open passenger cars,	16	6	-	-
Total,	26	10	10	102
Snow ploughs,	3	-	-	-

Miscellaneous Equipment.

Highway vehicles: tower wagon, ...	1

Railway Owned and Operated (by Electric Power).

Length of railway line, ...	30.000 miles.
Length of sidings, switches, etc., ...	.520 "
Total, computed as single track, ...	30.520 "

Railway Located Outside of Public Ways.

Length of railway line, ...	5.725 miles.

Names of the several cities and towns in which the railways operated by the company are located: Milford, Hopedale, Mendon, Bellingham, Franklin and Wrentham.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Grafton & Upton Railroad, at South Main Street, Milford, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	3	-	10	-	13
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	3	-	3
Totals, ...	-	3	-	13	-	16

Corporate Name and Address of the Company.

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET RAILWAY COMPANY,

Franklin, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George W. Wiggin, *President and General Counsel*, Franklin, Mass. Joseph G. Ray, *Treasurer, Clerk of Corporation and General Manager*, Franklin, Mass. Winthrop B Nye, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph G. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. James F. Ray, Franklin, Mass. William H. Tyler, Worcester, Mass. Charles W. Shippee, Milford, Mass. Adelbert D. Thayer, Franklin, Mass. John W. Knibbs, Worcester, Mass. Eugene H. Mather, Boston, Mass. William S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE W. WIGGIN,
JOSEPH G. RAY,
JOHN W. KNIBBS,
JAMES F. RAY,
CHARLES W. SHIPPEE,
ADELBERT D THAYER,
Directors.
JOSEPH G. RAY,
Treasurer.
WINTHROP B. NYE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 10, 1906. Then personally appeared the above-named Joseph G. Ray, John W. Knibbs, James F. Ray, Charles W. Shippee, Adelbert D. Thayer, Winthrop B. Nye, and George W. Wiggin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, NELSON E. NEWELL,
Justice of the Peace.

REPORT

OF THE

MILFORD & UXBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$176,590 23
Operating expenses,		124,122 35
GROSS INCOME ABOVE OPERATING EXPENSES,		$52,467 88
Charges upon income accrued during the year:		
Interest on funded debt,	$20,750 00	
Interest and discount on unfunded debts and loans,	10,339 75	
Taxes, State and local,	$3,313 90	
Taxes, commutation,	3,531 93	
	6,845 83	
Other deductions from income: amusements,	850 81	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		38,786 39
Surplus for the year ending September 30, 1906,		$13,681 49
Amount of surplus September 30, 1905,		5,346 25
TOTAL SURPLUS SEPTEMBER 30, 1906,		$19,027 74
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$175,375 53
Receipts from carriage of mails,		512 20
Receipts from advertising in cars,		525 00
Other earnings from operation: transportation of papers,		177 50
GROSS EARNINGS FROM OPERATION,		$176,590 23
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$4,981 88
General office expenses and supplies,		246 60
Insurance,		2,820 00
Other general expenses: printing, telephone, etc.,		1,554 92

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$19,887 02
Repair of electric line construction,		4,362 68
Repair of buildings,		479 04
Maintenance of equipment:		
Repair of cars,		6,224 87
Repair of electric equipment of cars,		4,444 29
Transportation expenses:		
Cost of electric motive power, $37,978.98; less power sold, $15,800.01; net,		22,178 97
Wages and compensation of persons employed in conducting transportation,		43,067 64
Removal of snow and ice,		586 83
Damages for injuries to persons and property,		11,936 93
Other transportation expenses: waste, oil, etc.,		1,350 68
TOTAL OPERATING EXPENSES,		$124,122 35

PROPERTY ACCOUNTS.

Additions to railway: betterment in reconstruction transferred to track,		$110,537 41
Additions to equipment:		
Additional cars (2 in number),	$6,435 95	
Electric equipment of same,	4,494 04	
Other additions to equipment: heaters, sand boxes, etc.,	462 10	
TOTAL ADDITIONS TO EQUIPMENT,		11,392 09
Additions to land and buildings:		
Additional land necessary for operation of railway,	$150 00	
Additional equipment of power stations,	107 82	
New buildings necessary for operation of railway,	663 86	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		921 68
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$122,851 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$485,480 57	
Electric line construction, including poles, wiring, feeder lines, etc.,	106,677 59	
Engineering and other expenses incident to construction,	10,290 63	
TOTAL COST OF RAILWAY OWNED,		$602,448 79
Cost of equipment:		
Cars and other rolling stock,	$78,676 28	
Electric equipment of same,	90,149 85	
Other items of equipment: heaters, registers, etc.,	37,059 02	
TOTAL COST OF EQUIPMENT OWNED,		$205,885 15

Cost of land and buildings:		
Land necessary for operation of railway,	$9,471 30	
Electric power stations, including equipment,	155,500 86	
Other buildings necessary for operation of railway,	60,462 27	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$225,434 43
Other permanent property: Nipmuc Park property,		28,479 74
TOTAL PERMANENT INVESTMENTS,		$1,062,248 11
Cash and current assets:		
Cash,	$2,225 42	
Bills and accounts receivable,	885 52	
Other cash and current assets:		
Prepaid insurance,	1,776 04	
Prepaid interest,	3,671 69	
TOTAL CASH AND CURRENT ASSETS,		8,558 67
Miscellaneous assets:		
Materials and supplies,	$9,841 32	
Other assets and property: fuel on hand,	8,449 12	
TOTAL MISCELLANEOUS ASSETS,		18,290 44
TOTAL,		$1,089,097 22

LIABILITIES.		CR.
Capital stock,		$440,000 00
Funded debt,		415,000 00
Current liabilities:		
Loans and notes payable,	$195,094 63	
Audited vouchers and accounts,	13,562 53	
TOTAL CURRENT LIABILITIES,		208,657 16
Accrued liabilities:		
Interest accrued and not yet due,	$2,891 04	
Taxes accrued and not yet due,	3,521 28	
TOTAL ACCRUED LIABILITIES,		6,412 32
Profit and loss balance (surplus),		19,027 74
TOTAL,		$1,089,097 22

CAPITAL STOCK.

Capital stock authorized by law,	$441,500 00	
Capital stock authorized by votes of company,	441,500 00	
Capital stock issued and outstanding,		$440,000 00
Number of shares issued and outstanding,	4,400	
Number of stockholders,	122	
Number of stockholders in Massachusetts,	17	
Amount of stock held in Massachusetts,	$85,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,*	5	Jan. 1, 1918,	$165,000 00	$8,250 00
First mortgage gold bonds,	5	Jan. 1, 1918,	50,000 00	2,500 00
First mortgage gold bonds, Milford & Uxbridge Street Railway.	5	Jan. 1, 1918,	200,000 00	10,000 00
Totals,			$415,000 00	$20,750 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,459,007
Number carried per mile of main railway track operated,	99,669
Number of car miles run,	731,196
Average number of persons employed,	100

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	23	23	23	-
Open passenger cars,	20	20	-	-
Total,	43	43	23	112
Cars — Other Service.				
Platform freight cars,	2	-	-	-
Other cars,	1	-	-	-
Total,	3	-	-	-
Snow ploughs,	8	-	-	-

Miscellaneous Equipment.

Railway rolling stock:	
Snow leveller,	1
Walkaways,	2

* Milford, Holliston & Framingham Street Railway now consolidated with Milford & Uxbridge Street Railway.

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	33.689	.025	33.714
Length of second main track,	.991	-	.991
Total Length of Main Track,	34.680	.025	34.705
Length of sidings, switches, etc.,	1.226	-	1.226
Total, Computed as Single Track,	35.906	.025	35.931

Railway Located Outside of Public Ways.

Length of railway line,	5.025 miles.

Names of the several cities and towns in which the railways operated by the company are located: Framingham, Ashland, Holliston, Milford, Hopedale, Mendon, Uxbridge, Medway, Bellingham and Hopkinton.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (3 in number), viz.:		
With Grafton & Upton Railroad, at Hopedale,	2	1
With New York, New Haven & Hartford Railroad, at Milford,	1	1
With Boston & Albany Railroad, at Hollis Street, South Framingham,	1	1
Total Number of Tracks at Crossings,	4	3

Number of above crossings at which *frogs* are inserted in the tracks, . 4

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes Beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	17	-	1	-	18
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
Totals,	-	17	-	3	-	20

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & UXBRIDGE STREET RAILWAY COMPANY,

MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John T. Manson, *President*, 82 Church Street, New Haven, Ct. J. Willis Downs, *Vice-President*, 82 Church Street, New Haven, Ct. James E. Walker, *Treasurer*, Milford, Mass. Wendell Williams, *Clerk of Corporation*, Milford, Mass. Harry C. Tilden, *Auditor*, Milford, Mass. Walter L. Adams, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John T. Manson, New Haven, Conn. Sydney Harwood, Newton, Mass. Chas. E. Graham, New Haven, Conn. Herbert C. Fuller, New Haven, Conn. J. Willis Downs, New Haven, Conn. George A. Draper, Hopedale, Mass. James E. Walker, Milford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true

JOHN T. MANSON,
CHAS. E GRAHAM,
J. WILLIS DOWNS,
J. E. WALKER,
Directors.
J. E. WALKER,
Treasurer.
WALTER L. ADAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 30, 1906. Then personally appeared the above-named John T. Manson, Charles E. Graham, J. Willis Downs, J. E. Walker, and Walter L. Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WENDELL WILLIAMS,
Justice of the Peace.

REPORT

OF THE

MOUNT TOM RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Holyoke.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	$6,000 00
Income from other sources: interest on loan,	72 40
GROSS INCOME,	$6,072 40
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1906,	$72 40
Amount of surplus September 30, 1905,	772 78
TOTAL SURPLUS SEPTEMBER 30, 1906,	$845 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.	
ASSETS.	DR.
Cost of railway,	$58,216 46
Cost of equipment,	4,900 00
Cost of land and buildings,	35,883 54
TOTAL PERMANENT INVESTMENTS,	$99,000 00
Cash and current assets: bills and accounts receivable,	1,845 18
TOTAL,	$100,845 18
LIABILITIES.	CR.
Capital stock,	$100,000 00
Profit and loss balance (surplus),	845 18
TOTAL,	$100,845 18

PROPERTY ACCOUNTS.	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land sold to Mount Tom State Reservation,	$1,000 00
DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,	$1,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	95	
Number of stockholders in Massachusetts,	83	
Amount of stock held in Massachusetts,	$83,600 00	

RAILWAY OWNED.

Length of railway line,	.900 mile.
Length of sidings, switches, etc.,	.100 "
Total, computed as single track,	1.000 "

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	.900 mile.

Names of the several cities and towns in which the railway owned by the company is located: Northampton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MOUNT TOM RAILROAD COMPANY,

25 CANAL STREET, HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, 25 Canal Street, Holyoke, Mass. Henry O Hastings, *Treasurer*, 199 High Street, Holyoke, Mass. Louis D. Pellissier, *Clerk of Corporation*, 25 Canal Street, Holyoke, Mass. Geo. H. Hunter, *Superintendent*, 25 Canal Street, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Henry O. Hastings, Holyoke, Mass. Frederick Harris, Springfield, Mass. N. Saxton Cooley, Windsor Locks, Conn. L. Clarke Seelye, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. LOOMIS,
FREDERICK HARRIS,
H. O. HASTINGS,
Directors.
H. O. HASTINGS,
Treasurer.
GEO. H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 12, 1906. Then personally appeared the above-named William S. Loomis, Frederick Harris, H. O. Hastings and Geo. H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ISAAC E. SAWYER,
Notary Public.

REPORT

OF THE

NAHANT & LYNN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$50,032 09
Operating expenses,		32,932 70
GROSS INCOME ABOVE OPERATING EXPENSES,		$17,099 39
Charges upon income accrued during the year:		
Interest on funded debt,	$2,979 17	
Interest and discount on unfunded debts and loans,	1,612 07	
Taxes, State and local,	1,567 86	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		6,159 10
Surplus for the year ending September 30, 1906,		$10,940 29
Amount of surplus September 30, 1905,		12,752 21
Credits to profit and loss account during the year: from suspense account,		50 00
TOTAL SURPLUS SEPTEMBER 30, 1906,		$23,742 50
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$50,032 09
GROSS EARNINGS FROM OPERATION,		$50,032 09
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$1,211 60
General office expenses and supplies,		1,592 66
Legal expenses,		110 00
Insurance,		910 00
Other general expenses: advertising, printing tickets, etc.,		3,735 95
Maintenance of roadway and buildings:		
Repair of roadbed and track,		3,515 47
Repair of electric line construction,		59 72
Repair of buildings,		13 70

Maintenance of equipment:		
Repair of cars,		$852 77
Repair of electric equipment of cars,		623 41
Transportation expenses:		
Cost of electric motive power,		6,202 61
Wages and compensation of persons employed in conducting transportation,		12,693 05
Removal of snow and ice,		249 00
Damages for injuries to persons and property,		449 11
Other transportation expenses:		
Free transportation,		328 65
Amusements,		385 00
TOTAL OPERATING EXPENSES,		$32,932 70

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 400 feet),	$2,428 01	
Additional construction,	4,831 93	
Other additions to railway:		
Engineering and other expenses,	11,182 06	
Bills chargeable to original construction and electricity not received in time for former report,	5,559 72	
TOTAL ADDITIONS TO RAILWAY,		$28,001 72
Additions to equipment:		
Additional cars (7 in number),	$8,506 61	
Electric equipment of same,	8,398 91	
Other additional rolling stock,	374 84	
Other additions to equipment,	2,650 40	
TOTAL ADDITIONS TO EQUIPMENT,		19,930 76
Additions to land and buildings:		
Additional land necessary for operation of railway,	$120 00	
New buildings necessary for operation of railway: new barn, boiler room, etc.,	8,437 41	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		8,557 41
Additions to other permanent property: sprinkling system, hoisting apparatus, jacks, tools, office stove, taps and dies, etc.,		3,567 95
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$60,057 84
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Payment for joint use of poles and lines,	$620 95	
Chargeable to construction instead of R.R.,	1,242 93	
Land damage contract,	5 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		1,868 88
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$58,188 96

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$150,668 40	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,868 49	
TOTAL COST OF RAILWAY OWNED,		$165,536 89
Cost of equipment:		
Cars and other rolling stock,	$20,573 60	
Electric equipment of same,	24,507 92	
TOTAL COST OF EQUIPMENT OWNED,		45,081 52
Cost of land and buildings:		
Land necessary for operation of railway,	$1,120 00	
Buildings necessary for operation of railway,	18,281 67	
TOTAL COST OF LAND AND BUILDINGS OWNED,		19,401 67
Other permanent property: personal property, office furniture, etc.,		4,000 13
TOTAL PERMANENT INVESTMENTS,		$234,020 21
Cash and current assets:		
Cash,	$13,141 56	
Bills and accounts receivable,	122 00	
Discount on bonds,	4,125 00	
TOTAL CASH AND CURRENT ASSETS,		17,388 56
TOTAL,		$251,408 77

LIABILITIES.	CR.	
Capital stock,		$100,000 00
Funded debt,		75,000 00
Current liabilities:		
Loans and notes payable,	$43,500 00	
Audited vouchers and accounts,	8,228 77	
TOTAL CURRENT LIABILITIES,		51,728 77
Accrued liabilities: interest accrued and not yet due (accrued bond interest),		937 50
Profit and loss balance (surplus),		23,742 50
TOTAL,		$251,408 77

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	38	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	$100,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . .	5	July 1, 1925,	$75,000 00	$2,979 17

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	659,903
Number carried per mile of main railway track operated, .	109,710
Number of car miles run, ...	127,957
Average number of persons employed, ...	30

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars, ...	3	3	3	6
Open passenger cars, ...	12	12	–	22
Total, ...	15	15	3	28
Cars — Other Service.				
Work cars, ...	1	–	–	–
Snow ploughs, ...	1	–	–	–

Railway Owned and Operated (by Electric Power).

Length of railway line, ...	3.662 miles.
Length of second main track, ...	2.353 "
Total length of main track, ...	6.015 "
Length of sidings, switches, etc., ...	.021 "
Total, computed as single track, ...	6.036 "

Names of the several cities and towns in which the railways operated by the company are located: Nahant and Lynn.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	2	-	-	-	2
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	-	-	-
TOTALS, ...	-	2	-	-	-	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NAHANT & LYNN STREET RAILWAY COMPANY,

FOOT OF WASHINGTON STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William LaCroix, *President*, 15 Harrison Court, Lynn, Mass. Benjamin W. Currier, *Vice-President*, 38 Exchange Street, Lynn, Mass. Clifton Colburn, *Treasurer*, 38 Exchange Street, Lynn, Mass. Joseph E. Dozier, *General Manager and Superintendent*, foot of Washington Street, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William LaCroix, 44 South Common Street, Lynn, Mass. Benjamin W. Currier, 176 Ocean Street, Lynn, Mass. Clifton Colburn, 80 Nahant Street, Lynn, Mass. George W. Belonga, 16 School Street, Lynn, Mass. Walter H. Southwick, Nahant, Mass. Edward E. Strout, Nahant, Mass. James T. Lennox, 192 Washington Street, Lynn, Mass. Arthur G. Walton, Reading, Mass. Fred E. Baker, 189 Lewis Street, Lynn, Mass. Joseph M. Hoyt, 145 Lewis Street, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM LACROIX,
BENJAMIN W. CURRIER,
ARTHUR G. WALTON,
JOSEPH M. HOYT,
FRED E. BAKER,
EDWARD E. STROUT,
WALTER H. SOUTHWICK,
JAMES T. LENNOX,
Directors.

CLIFTON COLBURN,
Treasurer.

J. E. DOZIER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Oct. 26, 1906. Then personally appeared the above-named William LaCroix, Benj. W. Currier, Arthur G. Walton, Joseph M. Hoyt, Fred E. Baker, Edward E. Strout, Walter H. Southwick and James T. Lennox, Clifton Colburn, treasurer, J. E. Dozier, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRED. L. NORRIS,
Justice of the Peace.

REPORT

OF THE

NATICK & COCHITUATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$100,494 16
Operating expenses,		78,272 96
GROSS INCOME ABOVE OPERATING EXPENSES,		$22,221 20
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	$11,200 50	
Taxes, State and local,	$880 81	
Taxes, commutation,	1,750 01	
	2,630 82	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		13,831 32
NET DIVISIBLE INCOME,		$8,389 88
Dividends declared (6 per cent),		6,000 00
Surplus for the year ending September 30, 1906,		$2,389 88
Amount of surplus September 30, 1905,		11,768 76
TOTAL SURPLUS SEPTEMBER 30, 1906,		$14,158 64
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$98,562 27
Receipts from carriage of mails,		250 01
Receipts from rentals of buildings and other property,		1,171 88
Receipts from advertising in cars,		510 00
GROSS EARNINGS FROM OPERATION,		$100,494 16
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$5,902 45
General office expenses and supplies,		1,940 45
Legal expenses,		758 36
Insurance,		876 45
Other general expenses: store room expense,		356 60

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$2,000 11
Repair of electric line construction,		2,160 74
Repair of buildings,		160 96
Maintenance of equipment:		
Repair of cars,		4,762 19
Repair of electric equipment of cars,		1,405 85
Repair of miscellaneous equipment,		423 95
Provender and stabling,		166 46
Transportation expenses:		
Cost of electric motive power,		23,291 32
Wages and compensation of persons employed in conducting transportation,		27,992 28
Removal of snow and ice,		730 92
Damages for injuries to persons and property,		4,948 07
Rentals of buildings and other property,		302 00
Other transportation expenses: miscellaneous shop expense,		93 80
TOTAL OPERATING EXPENSES,		$78,272 96

PROPERTY ACCOUNTS.

Additions to railway:		
Improvements of track,	$239 15	
Improvements of feeder system,	247 39	
TOTAL ADDITIONS TO RAILWAY,		$486 54
Additions to equipment:		
Additional cars (2 in number),	$4,312 06	
Electric equipment of same,	2,356 21	
Other additional rolling stock: 1 snow plough,	2,528 09	
Other additions to equipment:		
Rebuilding 4 cars, trailer equipment, air brakes, trucks and 3-4 motor equipments,	18,296 49	
Shop tools and machinery,	24 80	
TOTAL ADDITIONS TO EQUIPMENT,		27,517 65
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$28,004 19
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): 1 set trucks,		80 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$27,924 19

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$118,149 69	
Electric line construction, including poles, wiring, feeder lines, etc.,	41,754 47	
Engineering and other expenses incident to construction,	1,019 57	
TOTAL COST OF RAILWAY OWNED,		$160,923 73

Cost of equipment:		
Cars and other rolling stock,	$76,618 61	
Electric equipment of same,	49,652 41	
Other items of equipment:		
Furniture and fixtures,	138 61	
Shop tools and machinery,	616 82	
Horses,	30 46	
TOTAL COST OF EQUIPMENT OWNED,		$127,056 91
Cost of land and buildings:		
Land necessary for operation of railway,	$13,427 50	
Land and buildings necessary for operation of railway,	18,651 62	
TOTAL COST OF LAND AND BUILDINGS OWNED,		32,079 12
TOTAL PERMANENT INVESTMENTS,		$320,059 76
Cash and current assets:		
Cash,	$20 00	
Bills and accounts receivable,	1,186 85	
TOTAL CASH AND CURRENT ASSETS,		1,206 85
Miscellaneous assets: unexpired insurance,		10 60
TOTAL,		$321,277 21

LIABILITIES.		CR.
Capital stock,		$100,000 00
Current liabilities:		
Loans and notes payable,	$202,000 00	
Audited vouchers and accounts,	5,008 97	
Salaries and wages,	109 60	
TOTAL CURRENT LIABILITIES,		207,118 57
Profit and loss balance (surplus),		14,158 64
TOTAL,		$321,277 21

CAPITAL STOCK.		
Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	$100,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,994,652
Number carried per mile of main railway track operated,	111,247
Number of car miles run,	527,677
Average number of persons employed,	64

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	18	18	18	-
Open passenger cars,	20	20	-	-
Total,	38	38	18	98
Cars — Other Service.				
Sand car,	1	-	-	-
Service car,	1	-	-	-
Total,	2	-	-	-
Snow ploughs,	4	-	-	-

Miscellaneous Equipment.

Carts and snow sleds (cart),	1
Other highway vehicles: tower wagon, express wagon, pung,	3
Horses,	1
Other items of equipment: harnesses,	2

Railway Owned and Operated (by Electric Power).

Length of railway line,	16.991 miles.
Length of second main track,	.939 "
Total length of main track,	17.930 "
Length of sidings, switches, etc.,	.828 "
Total, computed as single track,	18.758 "

Names of the several cities and towns in which the railways operated by the company are located: Framingham, Natick, Needham, Wayland and Wellesley.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad, Central Street, Wellesley,	1	1
With Boston & Albany Railroad, Washington Street, Wellesley,	1	1
Total Number of Tracks at Crossings,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	2	-	1	-	3
Employees, ...	-	2	-	6	-	8
Other persons, ...	-	2	-	5	-	7
TOTALS, ...	-	6	-	12	-	18

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Matthew C. Brush, *Vice-President and General Manager*, Newtonville, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Newtonville, Mass. John B. Strongman, *Auditor*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
WILLIAM F. HAMMETT,
CHAS. W. SMITH,
ALDEN E. VILES,
J. L. RICHARDS,
SYDNEY HARWOOD,
Directors.
CHAS. W. SMITH,
Treasurer.
MATTHEW C. BRUSH,
Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 6, 1906. Then personally appeared the above-named Adams D. Claflin, William F. Hammett, Chas. W. Smith, Alden E. Viles, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. M. COX,
Notary Public.

REPORT

OF THE

NEW BEDFORD & ONSET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$96,426 25
Operating expenses,		60,254 20
GROSS INCOME ABOVE OPERATING EXPENSES,		$36,172 05
Charges upon income accrued during the year:		
Interest on funded debt,	$14,000 00	
Interest and discount on unfunded debts and loans,	2,006 13	
Taxes, State and local, $4,033 78		
Taxes, commutation, 880 23		
	4,914 01	
Other deductions from income: interest on Middleborough, Wareham & Buzzards Bay Street Railway Company's bonds,	3,000 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		23,920 14
Surplus for the year ending September 30, 1906,		$12,251 91
Amount of surplus September 30, 1905,		45,544 29
TOTAL SURPLUS SEPTEMBER 30, 1906,		$57,796 20
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$80,543 76
Receipts from carriage of mails,		650 39
Receipts from carriage of express and parcels,		408 00
Receipts from carriage of freight,		6,180 97
Receipts from tolls for use of tracks by other companies,		735 02
Receipts from rentals of buildings and other property,		7,624 31
Receipts from advertising in cars,		240 00
Other earnings from operation: miscellaneous receipts,		43 80
GROSS EARNINGS FROM OPERATION,		$96,426 25
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$2,041 11
General office expenses and supplies,		136 53

General expenses — *Concluded.*			
Legal expenses,			$2 00
Insurance,			1,312 96
Other general expenses,			225 61
Maintenance of roadway and buildings:			
Repair of roadbed and track,			2,335 26
Repair of electric line construction,			2,161 03
Repair of buildings,			943 14
Maintenance of equipment:			
Repair of cars,			4,190 26
Repair of electric equipment of cars,			3,379 12
Transportation expenses:			
Cost of electric motive power, $28,672.24; less power sold, $11,665.58; net,			17,006 66
Wages and compensation of persons employed in conducting transportation,			17,136 08
Removal of snow and ice,			123 22
Damages for injuries to persons and property,			2,416 31
Tolls for trackage over other railways,			214 82
Rentals of buildings and other property,			611 80
Other transportation expenses,			6,018 29
TOTAL OPERATING EXPENSES,			$60,254 20

PROPERTY ACCOUNTS.

Additions to railway:			
Extension of tracks,		$6 50	
New electric line construction,		750 00	
Other additions to railway: land, right of way,		328 00	
TOTAL ADDITIONS TO RAILWAY,			$1,084 50
Additions to equipment:			
Additional cars,		$49 79	
Electric equipment of same,		10,753 65	
TOTAL ADDITIONS TO EQUIPMENT,			10,803 44
Additions to land and buildings:			
Additional equipment of power stations,		$458 90	
New buildings necessary for operation of railway,		121 71	
TOTAL ADDITIONS TO LAND AND BUILDINGS,			580 61
Additions to other property:			
Taunton & Buzzards Bay Street Railway Company:			
Roadbed and tracks,	$125,675 25		
Electric line construction,	43,011 17		
Rolling stock,	34,453 11		
Land and buildings,	7,287 37		
		$210,426 90	
Subject to mortgage of Middleborough, Wareham & Buzzards Bay Street Railway Company,		150,000 00	
TOTAL ADDITIONS TO OTHER PROPERTY,			60,426 90
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,			$72,895 45

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$413,094 65	
Electric line construction, including poles, wiring, feeder lines, etc.,	115,571 51	
Interest accrued during construction of railway,	10,877 32	
Engineering and other expenses incident to construction,	21,835 23	
Other items of railway cost: legal and miscellaneous expenses,	10,689 70	
TOTAL COST OF RAILWAY OWNED,		$572,068 41
Cost of equipment:		
Cars and other rolling stock,	$52,638 55	
Electric equipment of same,	54,017 85	
Other items of equipment: tools, etc.,	397 46	
TOTAL COST OF EQUIPMENT OWNED,		107,053 86
Cost of land and buildings:		
Land necessary for operation of railway,	$10,302 62	
Electric power stations, including equipment,	136,299 82	
Other buildings necessary for operation of railway,	50,379 05	
TOTAL COST OF LAND AND BUILDINGS OWNED,		196,981 49
Other property:		
Taunton & Buzzards Bay Street Railway Company: roadbed and tracks, $125,675.25; electric line construction, $43,011.17; rolling stock, $34,453.11; land and buildings, $7,287.37,	$210,426 90	
Subject to mortgage of Middleborough, Wareham & Buzzards Bay Street Railway Company,	150,000 00	
TOTAL COST OF OTHER PROPERTY OWNED,		60,426 90
TOTAL PERMANENT INVESTMENTS,		$936,530 66
Cash and current assets:		
Cash,	$3,115 15	
Bills and accounts receivable,	2,848 66	
Other cash and current assets: prepaid insurance, etc.,	1,476 32	
TOTAL CASH AND CURRENT ASSETS,		7,440 13
Miscellaneous assets: materials and supplies,		3,006 28
TOTAL,		$946,977 07

LIABILITIES.	CR.	
Capital stock,		$550,000 00
Funded debt,		280,000 00
Current liabilities:		
Loans and notes payable,	$42,500 00	
Audited vouchers and accounts,	5,606 03	
Miscellaneous current liabilities: outstanding tickets,	328 16	
TOTAL CURRENT LIABILITIES,		48,434 19

Accrued liabilities:		
Interest accrued and not yet due,	$3,500 00	
Taxes accrued and not yet due,	4,875 70	
TOTAL ACCRUED LIABILITIES,		$8,375 70
Sinking and other special funds:		
Accident reserve fund,	$1,674 98	
Depreciation fund,	696 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		2,370 98
Profit and loss balance (surplus),		57,796 20
TOTAL,		$946,977 07

CAPITAL STOCK.

Capital stock authorized by law,	$550,000 00	
Capital stock authorized by votes of company,	550,000 00	
Capital stock issued and outstanding,		$550,000 00
Number of shares issued and outstanding,	5,500	
Number of stockholders,	185	
Number of stockholders in Massachusetts,	179	
Amount of stock held in Massachusetts,	$492,400 00	

FUNDED DEBT.*

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	Jan. 1, 1922,	$280,000 00	$14,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1905, of accident reserve fund,		$1,107 02
Amount September 30, 1905, of depreciation fund,		348 00
TOTAL, SEPTEMBER 30, 1905,		$1,455 02
Additions during the year to accident reserve fund,	$2,416 31	
Additions during the year to depreciation fund,	348 00	
		2,764 31
TOTAL, INCLUDING ADDITIONS,		$4,219 33
Deductions during the year from accident reserve fund,		1,848 35
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1906,		$2,370 98

* First mortgage 20-year gold bonds of the Middleborough, Wareham & Buzzards Bay Street Railway Company as to property acquired from Taunton & Buzzards Bay Street Railway Company, outstanding, $150,000. Interest reduced from 5 per cent to 4 per cent. Date of maturity, October 1, 1921.

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,612,219
Number carried per mile of main railway track operated,	39,092
Number of car miles run,	361,420
Average number of persons employed,	60
The New Bedford & Onset Street Railway Company began to operate the Taunton & Buzzards Bay Street Railway May 24, 1906.	

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	12	–	12	12	–
Open passenger cars,	24	–	24	–	–
Total,	36	–	36	12	116
Cars — Other Service.					
Platform freight cars,	1	–	–	–	–
Work cars,	1	1	–	–	–
Total,	2	1	–	–	–
Snow ploughs,	4	–	–	–	–

Railway Owned and Operated (by Electric Power).

Length of railway line,	37.587 miles.
Length of second main track,	3.654 "
Total length of main track,	41.241 "
Length of sidings, switches, etc.,	2.858 "
Total computed as single track,	44.099 "

Railway Located Outside of Public Ways.

Length of railway line,	3.051 miles.
Length of second main track and sidings,	3.050 "
Total length of main track,	6.101 "

Names of the several cities and towns in which the railways operated by the company are located: Mattapoisett, Marion, Wareham, Bourne, Middleborough and Rochester.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.:		
With spur track of the New York, New Haven & Hartford Railroad Company in the town of Wareham,	2	1
With New York, New Haven & Hartford Railroad at Bourne Station, Bourne,	1	1
Total Number of Tracks at Crossings,	3	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	1	-	1
Other persons,	-	-	1	1	1	1
Totals,	-	-	1	2	1	2

Corporate Name and Address of the Company.

NEW BEDFORD & ONSET STREET RAILWAY COMPANY,

Corner Purchase and Williams streets, New Bedford, Mass.

Names and Business Address of Principal Officers.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. George P. Dole, *Superintendent*, Wareham, Mass.

Names and Residence of Board of Directors.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Thomas S. Hathaway, New Bedford, Mass. Edward T. Pierce, New Bedford, Mass. Walter P. Winsor, Fairhaven, Mass. Joseph K. Nye, Fairhaven, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS S. HATHAWAY,
E. S. BROWN,
W. P. WINSOR,
THOMAS B. TRIPP,
Directors.
ELTON S. WILDE,
Treasurer.
GEORGE P. DOLE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Dec. 8, 1906. Then personally appeared the above-named Henry H. Crapo, Thos. S. Hathaway, E. S. Brown, W. P. Winsor, Thomas B. Tripp, Elton S. Wilde and George P. Dole, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM F. CASWELL,
Justice of the Peace.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$361,596 58
Operating expenses,		253,988 77
GROSS INCOME ABOVE OPERATING EXPENSES,		$107,607 81
Charges upon income accrued during the year:		
Interest on funded debt,	$28,750 00	
Interest and discount on unfunded debts and loans,	24,669 18	
Taxes, State and local, $6,083 04		
Taxes, commutation, 6,908 91		
	12,991 95	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		66,411 13
NET DIVISIBLE INCOME,		$41,196 68
Dividends declared (5 per cent),		36,100 00
Surplus for the year ending September 30, 1906,		$5,096 68
Amount of surplus September 30, 1905,		49,941 14
TOTAL SURPLUS SEPTEMBER 30, 1906,		$55,037 82

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$350,769 44
Receipts from tolls for use of tracks by other companies,	3,321 58
Receipts from rentals of buildings and other property,	5,272 56
Receipts from advertising in cars,	1,922 00
Receipts from interest on deposits,	215 80
Other earnings from operation,	95 20
GROSS EARNINGS FROM OPERATION,	$361,596 58

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$7,065 63
General office expenses and supplies,	5,527 49
Legal expenses,	1,706 24

General expenses — *Concluded.*		
Insurance,		$4,131 27
Other general expenses: storeroom expense,		651 33
Maintenance of roadway and buildings:		
Repair of roadbed and track,		11,882 69
Repair of electric line construction,		3,149 27
Repair of buildings,		1,061 50
Maintenance of equipment:		
Repair of cars,		9,548 54
Repair of electric equipment of cars,		6,055 19
Repair of miscellaneous equipment,		844 86
Provender and stabling,		1,874 12
Transportation expenses:		
Cost of electric motive power,		68,049 96
Wages and compensation of persons employed in conducting transportation,		105,516 79
Removal of snow and ice,		2,819 75
Damages for injuries to persons and property,		17,419 80
Tolls for trackage over other railways,		5,338 12
Rentals of buildings and other property,		915 26
Other transportation expenses: miscellaneous shop expense,		430 96
TOTAL OPERATING EXPENSES,		$253,988 77

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 5,375 feet),	$34,179 41	
New electric line construction (length, 5,375 feet),	1,749 76	
Other additions to railway:		
City of Waltham street widening,	2,500 00	
Improvement of track,	738 73	
Improvement overhead line, $3,429.58; signals, $529.57,	3,959 15	
Engineering,	1,007 67	
TOTAL ADDITIONS TO RAILWAY,		$44,134 72
Additions to equipment:		
Additional cars (2 in number),	$4,986 75	
Electric equipment of same,	4,551 16	
Other additional rolling stock (trailer equipment),	1,237 47	
Other additions to equipment:		
Steel wheels and controllers,	1,533 06	
Horse,	175 00	
Furniture and fixtures, $689.07; shop tools and machinery, $319.35,	1,008 42	
TOTAL ADDITIONS TO EQUIPMENT,		13,491 86
Additions to land and buildings:		
Additional land and buildings necessary for operation of railway,	$19,780 38	
Other new buildings necessary for operation of railway (improvement),	178 42	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		19,958 80
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$77,585 38

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Rail,	$2,583 03	
One car body,	887 24	
Two snow ploughs,	285 43	
One auto,	300 00	
Air brake equipment, $1,200; motors, $3,317.36,	4,517 36	
Land and buildings,	2,500 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		$11,073 06
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$66,512 32

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$704,934 47	
Electric line construction, including poles, wiring, feeder lines, etc.,	117,879 56	
Interest accrued during construction of railway,	29,806 49	
Engineering and other expenses incident to construction,	48,061 69	
Other items of railway cost: purchase of Waltham & Newton Street Railway, $45,582.56; city of Newton street widening, $22,846.47; city of Waltham, paving and street widening, $25,786.65,	94,215 68	
TOTAL COST OF RAILWAY OWNED,		$994,897 89
Cost of equipment:		
Cars and other rolling stock,	$336,298 11	
Electric equipment of same,	193,691 66	
Other items of equipment:		
Horses,	770 00	
Harnesses, $102.39; furniture and fixtures, $7,822.16; shop tools and machinery, $3,513.62,	11,438 17	
TOTAL COST OF EQUIPMENT OWNED,		542,197 94
Cost of land and buildings:		
Land and buildings necessary for operation of railway,		272,698 37
TOTAL PERMANENT INVESTMENTS,		$1,809,794 20
Cash and current assets:		
Cash,	$18,509 35	
Bills and accounts receivable,	10,096 93	
TOTAL CASH AND CURRENT ASSETS,		28,606 28
Miscellaneous assets:		
Materials and supplies,	$34,964 60	
Other assets and property: unexpired insurance,	576 65	
TOTAL MISCELLANEOUS ASSETS,		35,541 25
TOTAL,		$1,873,941 73

Liabilities.		Cr.
Capital stock,		$722,000 00
Funded debt,		575,000 00
Real estate mortgages,		2,500 00
Current liabilities:		
Loans and notes payable,	$440,280 38	
Audited vouchers and accounts,	67,582 20	
Salaries and wages,	291 33	
Matured interest coupons unpaid (including coupons due October 1),	3,750 00	
Total Current Liabilities,		511,903 91
Sinking and other special funds: insurance fund,		7,500 00
Profit and loss balance (surplus),		55,037 82
Total,		$1,873,941 73

Capital Stock.

Capital stock authorized by law,	$907,000 00	
Capital stock authorized by votes of company,	907,000 00	
Capital stock issued and outstanding,		$722,000 00
Number of shares issued and outstanding,	7,220	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	$722,000 00	

Real Estate Mortgages.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Real estate,	Per Cent. 4	Dec. 4, 1902,	$2,500 00	$100 00

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	July 20, 1912,	$500,000 00	$25,000 00
First mortgage bonds,	5	Feb. 1, 1916,	75,000 00	3,750 00
Totals,			$575,000 00	$28,750 00

Sinking and Other Special Funds.

Amount September 30, 1905, of insurance fund,	$7,500 00
Total Sinking and Other Special Funds September 30, 1906,	$7,500 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	7,532,926
Number carried per mile of main railway track operated,	178,269
Number of car miles run,	1,596,539
Average number of persons employed,	223

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	60	60	60	–
Open passenger cars,	79	79	–	–
Total,	139	139	60	289
Cars — Other Service.				
Sand cars,	2	–	–	–
Service cars,	2	–	–	–
Total,	4	–	–	–
Snow ploughs,	9	–	–	–

Miscellaneous Equipment.

Carts and snow sleds: 2 carts, 1 snow sled,	3
Other railway rolling stock: 1 platform trailer,	1
Other highway vehicles: 1 democrat, 1 concord, 1 heavy express and 4 other express wagons, 3 pungs, 3 snow levellers, 1 tower wagon and 1 sleigh,	15
Horses,	5
Other items of equipment: harnesses,	7

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	26.640	6.732	33.372
Length of second main track,	8.884	–	8.884
Total Length of Main Track,	35.524	6.732	42.256
Length of sidings, switches, etc.,	2.371	.052	2.423
Total, Computed as Single Track,	37.895	6.784	44.679

Railway Located Outside of Public Ways.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	.273	.337
Length of second main track,	.294	.294
Total Length of Main Track,	.567	.631

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, Main Street, Waltham,	2	1
With Boston & Maine Railroad, Moody Street, Waltham,	3	1
With Boston & Maine Railroad, River Street, Waltham,	2	1
Total Number of Tracks at Crossings,	7	3

Number of above crossings at which *frogs* are inserted in the tracks, . 7

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	21	-	37	-	58
Employees,	-	1	-	4	-	5
Other persons,	-	12	-	22	-	34
Totals,	-	34	-	63	-	97

Corporate Name and Address of the Company.

NEWTON STREET RAILWAY COMPANY,

Newtonville, Mass.

Names and Business Address of Principal Officers.

Adams D. Claflin, *President*, Newtonville, Mass. Matthew C. Brush, *Vice President and General Manager*, Newtonville, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Newtonville, Mass. John B. Strongman, *Auditor*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
WILLIAM F. HAMMETT,
CHAS. W. SMITH,
ALDEN E. VILES,
J. L. RICHARDS,
SYDNEY HARWOOD,
Directors.
CHAS. W. SMITH,
Treasurer.
MATTHEW C. BRUSH,
Vice President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 6, 1906. Then personally appeared the above-named Adams D. Claflin, William F. Hammett, Chas. W. Smith, Alden E. Viles, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. M. COX,
Justice of the Peace.

REPORT

OF THE

NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$63,657 64
Operating expenses,		57,226 56
GROSS INCOME ABOVE OPERATING EXPENSES,		$6,431 08
Charges upon income accrued during the year:		
Interest on funded debt,	$10,000 00	
Interest and discount on unfunded debts and loans,	19,800 16	
Taxes, State and local,	$2,205 06	
Taxes, commutation,	1,125 48	
	3,330 54	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		33,130 70
Deficit for the year ending September 30, 1906,		$26,699 62
Amount of deficit September 30, 1905,		181,931 77
TOTAL DEFICIT SEPTEMBER 30, 1906,		$208,631 39
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$62,353 72
Receipts from carriage of mails,		62 50
Receipts from carriage of freight,		430 94
Receipts from rentals of buildings and other property,		242 48
Receipts from advertising in cars,		568 00
GROSS EARNINGS FROM OPERATION,		$63,657 64
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$1,496 28
General office expenses and supplies,		1,234 39
Legal expenses,		379 13
Insurance,		1,528 50
Other general expenses: storeroom expense,		237 76

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$4,438 12
Repair of electric line construction,		1,706 90
Repair of buildings,		392 04
Maintenance of equipment:		
Repair of cars,		4,684 53
Repair of electric equipment of cars,		3,324 06
Repair of miscellaneous equipment,		199 16
Provender and stabling,		240 00
Transportation expenses:		
Cost of electric motive power, $69,797.49; less power sold, $65,760.63; net,		4,036 86
Wages and compensation of persons employed in conducting transportation,		23,903 04
Removal of snow and ice,		1,278 07
Damages for injuries to persons and property,		3,117 68
Tolls for trackage over other railways,		4,385 55
Rentals of buildings and other property,		553 80
Other transportation expenses: miscellaneous shop expense,		90 69
TOTAL OPERATING EXPENSES,		$57,226 56

PROPERTY ACCOUNTS.

Additions to railway:		
Abolition grade crossing,	$4,702 91	
Improvements of tracks,	4,432 60	
TOTAL ADDITIONS TO RAILWAY,		$9,135 51
Additions to equipment:		
Additional equipment,	$1,956 68	
Other additions to equipment: rebuilding car,	1,227 31	
TOTAL ADDITIONS TO EQUIPMENT,		3,183 99
Additions to land and buildings:		
Additional equipment of power stations,	$79 50	
New buildings necessary for operation of railway (additions),	308 45	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		387 95
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$12,707 45
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sold service car complete with 4 G. E. 67 motors,	$3,869 64	
Sold 8 G. E. 62 motors and 2 G. E. 62 motors,	1,223 91	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		5,093 55
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$7,613 90

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR
Cost of railway:	
Roadbed and tracks,	$162,342 65
Electric line construction, including poles, wiring, feeder lines, etc.,	48,150 25

Cost of railway — *Concluded.*		
Engineering and other expenses incident to construction,	$687 46	
Other items of railway cost: abolition of grade crossing,	4,702 91	
TOTAL COST OF RAILWAY OWNED,		$215,883 27
Cost of equipment:		
Cars and other rolling stock,	$58,628 73	
Electric equipment of same,	67,158 69	
Other items of equipment:		
Horses,	403 00	
Furniture and fixtures,	528 30	
Shop tools and machinery,	403 06	
TOTAL COST OF EQUIPMENT OWNED,		127,121 78
Cost of land and buildings:		
Land necessary for operation of railway,	$7,500 00	
Electric power stations, including equipment,	154,293 13	
Other buildings necessary for operation of railway,	36,457 30	
TOTAL COST OF LAND AND BUILDINGS OWNED,		198,250 43
TOTAL PERMANENT INVESTMENTS,		$541,255 48
Cash and current assets: bills and accounts receivable,		9,307 42
Miscellaneous assets: materials and supplies,		1,845 84
Profit and loss balance (deficit),		208,631 39
TOTAL,		$761,040 13

LIABILITIES.		CR.
Capital stock,		$200,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	$360,500 00	
Audited vouchers and accounts,	435 13	
Salaries and wages,	105 00	
TOTAL CURRENT LIABILITIES,		361,040 13
TOTAL,		$761,040 13

CAPITAL STOCK.

Capital stock authorized by law,	$250,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	$200,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	July 1, 1912,	$200,000 00	$10,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,387,143
Number carried per mile of main railway track operated,	91,542
Number of car miles run,	446,879
Average number of persons employed,	58

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	7	7	7	-
Open passenger cars,	10	10	-	-
Total,	17	17	7	31
Cars — Other Service.				
Sand car,	1	-	-	-
Snow ploughs,	3	-	-	-

Miscellaneous Equipment.

Carts and snow sleds (cart),	1
Other highway vehicles: 1 concord wagon, 1 pung, 1 sleigh, 1 tower wagon, 2 snow levellers,	6
Horses,	3
Other items of equipment: single harnesses,	4

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.086	6.067	15.153
Length of sidings, switches, etc.,	.765	.112	.877
Total, Computed as Single Track,	9.851	6.179	16.030

Names of the several cities and towns in which the railways operated by the company are located: Needham, Newton and Watertown.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	1	-	6	-	7
Employees, ...	-	4	-	5	-	9
Other persons, ...	-	2	2	3	2	5
TOTALS, ...	-	7	2	14	2	21

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Matthew C. Brush, *Vice-President and General Manager*, Newtonville, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, Newtonville, Mass. John B. Strongman, *Auditor*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
WILLIAM F. HAMMETT,
CHARLES W. SMITH,
ALDEN E. VILES,
J. L. RICHARDS,
SYDNEY HARWOOD,
Directors.
CHAS. W. SMITH,
Treasurer.
MATTHEW C. BRUSH,
Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS

MIDDLESEX, ss. NOV. 6, 1906. Then personally appeared the above-named Adams D. Claflin, William F. Hammett, Chas. W. Smith, Alden E. Viles, J. L. Richards, Sydney Harwood and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. M. COX,
Notary Public.

REPORT

OF THE

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Tracks used by the Boston Elevated and the Newton & Boston.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		$8,133 37
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$452 50	
Interest and discount on unfunded debts and loans,	2,800 26	
Taxes,	1,054 37	
TOTAL EXPENSES AND CHARGES UPON INCOME,		4,307 13
NET DIVISIBLE INCOME,		$3,826 24
Dividends declared (7⅔ per cent),		3,600 00
Surplus for the year ending September 30, 1906,		$226 24
Amount of surplus September 30, 1905,		2,148 04
TOTAL SURPLUS SEPTEMBER 30, 1906,		$2,374 28

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.		
ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$89,208 05	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,200 54	
Interest accrued during construction of railway,	51 25	
Engineering and other expenses incident to construction,	1,105 10	
TOTAL COST OF RAILWAY OWNED,		$108,564 94
Cash and current assets: cash,		3,459 34
TOTAL,		$112,024 28

Liabilities.	Cr.
Capital stock,	$50,000 00
Current liabilities: loans and notes payable,	59,650 00
Profit and loss balance (surplus),	2,374 28
Total,	$112,024 28

Capital Stock.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	19	
Number of stockholders in Massachusetts,	19	
Amount of stock held in Massachusetts,	$50,000 00	

Railway Owned.

Length of railway line,	4.308 miles.
Length of sidings, switches, etc.,	.357 "
Total computed as single track,	4.665 "

Names of the several cities and towns in which the railway owned by the company is located: Newton, Boston and Watertown.

Corporate Name and Address of the Company.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,

115 Devonshire Street, Boston, Mass.

Names and Business Address of Principal Officers.

James L. Richards, *President*, 24 West Street, Boston, Mass. Joseph Remick, *Treasurer and Clerk of Corporation*, 115 Devonshire Street, Boston, Mass.

Names and Residence of Board of Directors.

James L. Richards, Newton, Mass. William Endicott, Jr., Boston, Mass. R. Elmer Townsend, Boston, Mass. Horace B. Parker, Newton, Mass. William H. Allen, Newton, Mass. Joseph Remick, Melrose, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH REMICK,
WILLIAM ENDICOTT, JR.,
HORACE B. PARKER,
WILLIAM H. ALLEN,
J. L. RICHARDS,
R. ELMER TOWNSEND,
Directors.
JOSEPH REMICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1906. Then personally appeared the above-named Joseph Remick, William Endicott, Jr., Horace B. Parker, William H. Allen, J. L. Richards, and R. Elmer Townsend, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, W. PRENTISS PARKER,
Justice of the Peace.

REPORT

OF THE

NORFOLK & BRISTOL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	$68,135 15
Operating expenses,	68,056 42
GROSS INCOME ABOVE OPERATING EXPENSES,	$78 73
Charges upon income accrued during the year: taxes, State and local and commutation,	1,843 93
Deficit for the year ending September 30, 1906,	$1,765 20
Amount of deficit September 30, 1905,	67,836 20
TOTAL DEFICIT SEPTEMBER 30, 1906,	$69,601 40
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$67,657 15
Receipts from carriage of mails,	249 00
Receipts from advertising in cars,	201 36
Receipts from interest on deposits,	27 64
GROSS EARNINGS FROM OPERATION,	$68,135 15
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$2,790 18
General office expenses and supplies,	217 89
Legal expenses,	684 70
Insurance,	907 85
Other general expenses,	1,199 93
Maintenance of roadway and buildings:	
Repair of roadbed and track,	12,428 67
Repair of electric line construction,	726 24
Repair of buildings,	452 03
Maintenance of equipment:	
Repair of cars,	2,945 91
Repair of electric equipment of cars,	3,494 79
Repair of miscellaneous equipment,	972 44

Transportation expenses:		
Cost of electric motive power, $19,483.91; less power sold, $3,881.58; net,		$15,602 33
Wages and compensation of persons employed in conducting transportation,		18,543 56
Removal of snow and ice,		295 87
Damages for injuries to persons and property,		4,075 54
Tolls for trackage over other railways,		843 63
Other transportation expenses: lubricants, waste, electric supplies, etc.,		1,874 86
TOTAL OPERATING EXPENSES,		$68,056 42

PROPERTY ACCOUNTS.

Additions to railway: extension of tracks and new electric line construction (length, 2,435 feet),		$5,637 61
Additions to equipment:		
Additional cars (3 in number),	$8,500 00	
Electric equipment of same,	5,052 12	
TOTAL ADDITIONS TO EQUIPMENT,		13,552 12
Additions to land and buildings: additional equipment of power stations (new engine uncompleted),		7,482 15
Additions to other permanent property: telephone line,		1,251 29
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$27,923 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$228,140 70	
Electric line construction, including poles, wiring, feeder lines, etc,	43,061 47	
Other items of railway cost: organization,	181 48	
TOTAL COST OF RAILWAY OWNED,		$271,383 65
Cost of equipment:		
Cars and other rolling stock,	$33,185 63	
Electric equipment of same,	33,883 92	
TOTAL COST OF EQUIPMENT OWNED,		67,069 55
Cost of land and buildings:		
Land and buildings necessary for operation of railway,	$41,237 96	
Electric power stations, including equipment,	39,658 65	
TOTAL COST OF LAND AND BUILDINGS OWNED,		80,896 61
Other permanent property:		
New engine not completed,	$7,482 15	
Telephone line,	1,251 29	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		8,733 44
TOTAL PERMANENT INVESTMENTS,		$428,083 25

Cash and current assets: cash,	$453 32
Miscellaneous assets: materials and supplies,	2,358 50
Profit and loss balance (deficit),	69,601 40
TOTAL,	$500,496 47

LIABILITIES.		CR.
Capital stock,		$200,000 00
Current liabilities:		
Loans and notes payable,	$260,908 13	
Salaries and wages,	539 24	
TOTAL CURRENT LIABILITIES,		261,447 37
Accrued liabilities: interest accrued and not yet due,		39,049 10
TOTAL,		$500,496 47

CAPITAL STOCK.

Capital stock authorized by law,	$200,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	$194,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,422,108
Number carried per mile of main railway track operated,	66,700
Number of car miles run,	437,314
Average number of persons employed,	55

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.						
Box passenger cars,	9	1	10	9	10	32
Open passenger cars,	8	4	12	12	–	8
TOTAL,	17	5	22	21	10	40
CARS — OTHER SERVICE.						
Work cars,	–	2	–	–	–	–
Snow ploughs,	2	–	–	–	–	4

Miscellaneous Equipment.

Highway vehicles: trolley wagon, ...	1

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, ...	21.028	.293	21.321
Length of sidings, switches, etc., ...	.478	-	.478
Total, Computed as Single Track, ...	21.506	.293	21.799

Railway Located Outside of Public Ways.

Length of railway line, ...	.461 mile.

Names of the several cities and towns in which the railways operated by the company are located: Mansfield, Foxborough, Wrentham, Walpole and Norwood.

Corporate Name and Address of the Company.

NORFOLK & BRISTOL STREET RAILWAY COMPANY,

103 and 105 Beverly Street, Boston, Mass.

Names and Business Address of Principal Officers.

Micajah P. Clough, *President*, Lynn, Mass. Henry F. Smith, *Treasurer*, Boston, Mass. Norman I. Adams, *Clerk of Corporation*, Winthrop, Mass. Michael A. Cavanaugh, *General Manager*, 103 Beverly Street, Boston, Mass. F. M. Perry, *Superintendent*, South Walpole, Mass.

Names and Residence of Board of Directors.

Micajah P. Clough, Lynn, Mass. Henry F. Smith, Boston, Mass. Frank A. Newell, Medford, Mass. Norman I. Adams, Winthrop, Mass. Charles H. Bowen, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICAJAH P. CLOUGH,
HENRY F. SMITH,
FRANK A. NEWELL,
NORMAN I. ADAMS,
CHARLES H. BOWEN,
Directors.
HENRY F. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1906. Then personally appeared the above-named Micajah P. Clough, Henry F. Smith, Frank A. Newell, Norman I. Adams and Charles H. Bowen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true,

Before me, AUGUSTUS C. JORDAN,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$163,705 50
Operating expenses,		110,247 22
GROSS INCOME ABOVE OPERATING EXPENSES,		$53,458 28
Charges upon income accrued during the year:		
Interest on funded debt,	$10,250 00	
Interest and discount on unfunded debts and loans,	9,558 20	
Taxes, State and local,	$5,705 41	
Taxes, commutation,	3,001 64	
	8,707 05	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		28,515 25
NET DIVISIBLE INCOME,		$24,943 03
Dividends declared (7 per cent),		21,000 00
Surplus for the year ending September 30, 1906,		$3,943 03
Amount of surplus September 30, 1905,		19,813 29
TOTAL SURPLUS SEPTEMBER 30, 1906,		$23,756 32
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$159,328 49
Receipts from carriage of mails,		2,172 72
Receipts from rentals of buildings and other property,		987 00
Receipts from advertising in cars,		1,015 98
Receipts from interest on deposits,		201 31
GROSS EARNINGS FROM OPERATION,		$163,705 50
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$5,075 00
General office expenses and supplies,		1,508 26
Legal expenses,		564 10

General expenses — *Concluded.*		
Insurance,		$2,240 43
Other general expenses: water rent,		136 92
Maintenance of roadway and buildings:		
Repair of roadbed and track,		13,979 90
Repair of electric line construction,		3,239 64
Repair of buildings,		1,186 68
Maintenance of equipment:		
Repair of cars,		7,521 99
Repair of electric equipment of cars,		8,331 89
Repair of miscellaneous equipment,		1,687 68
Provender and stabling,		186 36
Transportation expenses:		
Cost of electric motive power,		23,064 83
Wages and compensation of persons employed in conducting transportation,		37,567 42
Removal of snow and ice,		628 40
Damages for injuries to persons and property,		1,703 94
Other transportation expenses: sundry transportation expenses,		1,623 78
TOTAL OPERATING EXPENSES,		$110,247 22

PROPERTY ACCOUNTS.

Additions to railway: new electric line construction (new signals),		$198 53
Additions to equipment:		
New motors and equipment,	$2,469 84	
Other additions to equipment: snow plough, sundry and horse equipment,	1,475 17	
TOTAL ADDITIONS TO EQUIPMENT,		3,945 01
Additions to land and buildings: additional equipment of power stations,		707 64
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$4,851 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$320,797 83	
Electric line construction, including poles, wiring, feeder lines, etc.,	60,841 44	
Engineering and other expenses incident to construction,	11,898 79	
TOTAL COST OF RAILWAY OWNED,		$393,538 06
Cost of equipment:		
Cars and other rolling stock,	$82,141 16	
Electric equipment of same,	73,977 06	
Other items of equipment:		
Sundry equipment,	16,170 21	
Horses,	480 00	
TOTAL COST OF EQUIPMENT OWNED,		172,768 43

Cost of land and buildings:		
Land necessary for operation of railway,	$20,630 21	
Electric power stations, including equipment,	103,904 63	
Other buildings necessary for operation of railway,	34,492 35	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$159,027 19
Other permanent property: Meadow Park,		2,010 76
TOTAL PERMANENT INVESTMENTS,		$727,344 44
Cash and current assets: cash,		12,189 24
Miscellaneous assets: materials and supplies,		9,222 64
TOTAL,		$748,756 32

LIABILITIES.	CR.
Capital stock,	$300,000 00
Funded debt,	225,000 00
Current liabilities: loans and notes payable,	200,000 00
Profit and loss balance (surplus),	23,756 32
TOTAL,	$748,756 32

CAPITAL STOCK.

Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	196	
Number of stockholders in Massachusetts,	157	
Amount of stock held in Massachusetts,	$245,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Fifty coupon bonds $500 each, trustees, Springfield Safe Deposit and Trust Company,	5	April 1, 1909,	$25,000 00	$1,250 00
Twenty bonds $10,000 each, Ralph B. Bardwell and Erwin H. Kennedy of Pittsfield, Mass., trustees,	4½	June 1, 1910,	200,000 00	9,000 00
TOTALS,			$225,000 00	$10,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	3,256,371
Number carried per mile of main railway track operated,	133,628
Number of car miles run,	790,763
Average number of persons employed,	95

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.					
Box passenger cars,	21	-	21	21	56
Open passenger cars,	23	-	23	-	44
TOTAL,	44	-	44	21	100
CARS — OTHER SERVICE.					
Mail cars,	1	-	1	1	4
Work cars,	1	4	1	-	2
Other cars,	3	-	3	-	6
TOTAL,	5	4	5	1	12
Snow ploughs,	-	4	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	5
Other highway vehicles: buggy, sleigh and wagon,	3
Horses,	4
Other items of equipment: tower wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	24.369 miles.
Length of sidings, switches, etc.,	2.209 "
Total, computed as single track,	26 578 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	4.079 miles.

Names of the several cities and towns in which the railways operated by the company are located: Northampton, Easthampton and Williamsburg.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at brass shop, Haydenville, Mass.,*	1	1
With Boston & Maine Railroad, at Mt. Tom, Mass.,*	1	1
Total Number of Tracks at Crossings,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	4	-	7
Employees,	-	-	-	-	-	-
Other persons,	-	3	-	3	-	6
Totals,	-	6	-	7	-	13

Corporate Name and Address of the Company.

NORTHAMPTON STREET RAILWAY COMPANY,

Northampton, Mass.

Names and Business Address of Principal Officers.

John C. Hammond, *President and General Counsel*, Northampton, Mass. Newrie D. Winter, *Vice-President and Treasurer*, Springfield, Mass. Henry P. Field, *Clerk of Corporation*, Northampton, Mass. Edwin C. Clark, *Superintendent*, Northampton, Mass.

Names and Residence of Board of Directors.

John C. Hammond, Northampton, Mass. John A. Sullivan, Northampton, Mass. Henry M. Tyler, Northampton, Mass. Newrie D. Winter, Springfield, Mass. Henry J. Beebe, Springfield, Mass. Frank H. Goldthwait, Springfield, Mass. George W. Cook, Springfield, Mass.

* Both of above are switch tracks and are used for freight purposes only.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN C. HAMMOND,
J. A. SULLIVAN,
HENRY M. TYLER,
HENRY J. BEEBE,
F. H. GOLDTHWAIT,
GEO. W. COOK,
NEWRIE D. WINTER,
Directors.
NEWRIE D. WINTER,
Treasurer.
EDWIN C. CLARK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 9, 1906. Then personally appeared the above-named John C. Hammond, J. A. Sullivan, Henry M. Tyler, Henry J. Beebe, F. H. Goldthwait, George W. Cook and Newrie D. Winter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HENRY P. FIELD,
Justice of the Peace.

REPORT

OF THE

NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,		$8,000 00
Income from other sources: interest on deposits,		9 86
GROSS INCOME,		$8,009 86
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$50 00	
Interest on funded debt,	3,750 00	
Other expenses and charges upon income:		
Treasurer's bond,	10 00	
Postage,	1 06	
TOTAL EXPENSES AND CHARGES UPON INCOME,		3,811 06
NET DIVISIBLE INCOME,		$4,198 80
Dividends declared (3¾ per cent),		4,125 00
Surplus for the year ending September 30, 1906,		$73 80
Amount of deficit September 30, 1905,		18,892 70
TOTAL DEFICIT SEPTEMBER 30, 1906,		$18,818 90

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$86,552 86	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,927 42	
TOTAL COST OF RAILWAY OWNED,		$100,480 28
Cost of equipment:		
Cars and other rolling stock,	$12,700 00	
Electric equipment of same,	20,750 00	
Other items of equipment,	17,905 04	
TOTAL COST OF EQUIPMENT OWNED,		51,355 04

Cost of land and buildings:		
Land necessary for operation of railway,	$6,194 70	
Buildings necessary for operation of railway,	7,480 06	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$13,674 76
TOTAL PERMANENT INVESTMENTS,		$165,510 08
Cash and current assets: cash,		671 02
Profit and loss balance (deficit),		18,818 90
TOTAL,		$185,000 00

LIABILITIES.	CR.
Capital stock,	$110,000 00
Funded debt,	75,000 00
TOTAL,	$185,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$110,000 00	
Capital stock authorized by votes of company,	110,000 00	
Capital stock issued and outstanding,		$110,000 00
Number of shares issued and outstanding,	1,100	
Number of stockholders,	27	
Number of stockholders in Massachusetts,	26	
Amount of stock held in Massachusetts,	$109,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Aug. 1, 1915,	$75,000 00	$3,750 00

RAILWAY OWNED.

Length of railway line,	4.995 miles.
Length of sidings, switches, etc.,	.135 "
Total, computed as single track,	5.130 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

GENERAL REMARKS AND EXPLANATIONS.

The North End Street Railway was leased for ninety-nine years from August 1, 1895, to the Worcester Consolidated Street Railway Company, under authority of an act of the Legislature, Chapter 505, Acts of 1895.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,

WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Chase, *President*, Worcester, Mass. Edwin P. Curtis, *Vice-President*, Worcester, Mass. George A. Smith, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Chase, Worcester, Mass. Thomas H. Gage, Worcester, Mass. Albert Wood, Worcester, Mass. Hosea M. Quinby, Worcester, Mass. Waldo Lincoln, Worcester, Mass. Edwin P. Curtis, Worcester, Mass. Henry S. Pratt, Worcester, Mass. Leonard Wheeler, Worcester, Mass. Reginald Washburn, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. CHASE,
HOSEA M. QUINBY,
REGINALD WASHBURN,
ALBERT WOOD,
EDWIN P. CURTIS,
LEONARD WHEELER,
HENRY S. PRATT,
Directors.
GEORGE A. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 3, 1906. Then personally appeared the above-named Charles A. Chase, Edwin P. Curtis, Leonard Wheeler, Henry S. Pratt, and George A. Smith, and, on November 5, 1906, Hosea M. Quinby, Reginald Washburn and Albert Wood, and severally made oath or affirmation that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, LUTHER M. LOVELL,
Justice of the Peace.

REPORT

OF THE

NORTON & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$55,000 42
Operating expenses,		47,110 11
GROSS INCOME ABOVE OPERATING EXPENSES,		$7,890 31
Charges upon income accrued during the year:		
Interest on funded debt,	$14,800 00	
Interest and discount on unfunded debts and loans,	899 01	
Taxes, State and local, $1,015 90		
Taxes, commutation, 529 29		
	1,545 19	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		17,244 20
Deficit for the year ending September 30, 1906,		$9,353 89
Amount of deficit September 30, 1905,		16,275 79
Debits to profit and loss account during the year:		
Engineering account for extension, charged off,	$800 00	
Bondholders committee,	1,920 00	
Adjustment of account, material and supplies,	1,066 35	
TOTAL DEBITS,		3,786 35
TOTAL DEFICIT SEPTEMBER 30, 1906,		$29,416 03
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$53,908 79
Receipts from carriage of mails,		855 12
Receipts from advertising in cars,		229 16
Receipts from interest on deposits,		7 35
GROSS EARNINGS FROM OPERATION,		$55,000 42

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$1,808 90
General office expenses and supplies,		232 73
Legal expenses,		451 50
Insurance,		677 91
Other general expenses: telephone service, hearings, etc.,		329 68
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,154 83
Repair of electric line construction,		1,288 13
Repair of buildings,		686 46
Maintenance of equipment:		
Repair of cars,		2,520 51
Repair of electric equipment of cars,		3,282 17
Repair of miscellaneous equipment,		659 66
Transportation expenses:		
Cost of electric motive power,		14,064 47
Wages and compensation of persons employed in conducting transportation,		14,531 15
Removal of snow and ice,		293 04
Damages for injuries to persons and property,		139 90
Tolls for trackage over other railways,		694 10
Other transportation expenses: watchman, superintendent of transportation, car service, cleaning track, heating car house, amusements,		3,294 97
Total Operating Expenses,		$47,110 11
Property Accounts.		
Additions to railway:		
Double bonding,	$2,648 79	
Additional telephone line,	1,158 59	
Total Additions to Railway,		$3,807 38
Additions to equipment: other additional rolling stock,		2,112 67
Additions to land and buildings:		
Additional equipment of power stations,	$487 93	
Other new buildings necessary for operation of railway,	806 95	
Total Additions to Land and Buildings,		1,294 88
Total Additions to Property Accounts,		$7,214 93
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$372,162 90	
Electric line construction, including poles, wiring, feeder lines, etc.,	85,147 11	
Interest accrued during construction of railway,	3,122 26	
Engineering and other expenses incident to construction,	18,700 74	
Other items of railway cost: telephone line,	2,230 82	
Total Cost of Railway Owned,		$481,363 83

Cost of equipment:		
Cars and other rolling stock,	$37,649 34	
Electric equipment of same,	29,134 52	
Other items of equipment: ploughs, axles, etc.,	7,202 47	
TOTAL COST OF EQUIPMENT OWNED,		$73,986 33
Cost of land and buildings:		
Land necessary for operation of railway,	$1,502 50	
Electric power stations, including equipment,	61,994 73	
Other buildings necessary for operation of railway,	16,056 71	
TOTAL COST OF LAND AND BUILDINGS OWNED,		79,553 94
TOTAL PERMANENT INVESTMENTS,		$634,904 10
Cash and current assets: bills and accounts receivable,		783 79
Miscellaneous assets: materials and supplies,		10,208 77
Profit and loss balance (deficit),		29,416 03
TOTAL,		$675,312 69

LIABILITIES.		CR.
Capital stock,		$297,000 00
Funded debt,		296,000 00
Current liabilities:		
Loans and notes payable,	$22,000 00	
Audited vouchers and accounts,	5,642 20	
Matured interest coupons unpaid (including coupons due October 1),	51,800 00	
Miscellaneous current liabilities: cash deficit,	2,870 49	
TOTAL CURRENT LIABILITIES,		82,312 69
TOTAL,		$675,312 69

CAPITAL STOCK.		
Capital stock authorized by law,	$297,000 00	
Capital stock authorized by votes of company,	297,000 00	
Capital stock issued and outstanding,		$297,000 00
Number of shares issued and outstanding,	2,970	
Number of stockholders,	73	
Number of stockholders in Massachusetts,	72	
Amount of stock held in Massachusetts,	$257,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	May 1, 1920,	$296,000 00	-

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,122,745
Number carried per mile of main railway track operated,	38,180
Number of car miles run,	360,956
Average number of persons employed,	50

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	10	-	10	10	26
Open passenger cars,	8	-	8	-	16
Total,	18	-	18	10	42
Cars — Other Service.					
Box freight cars,	1	-	1	-	2
Work cars,	1	-	1	-	2
Other cars,	-	1	1	-	-
Total,	2	1	3	-	4
Snow ploughs,	2	1	-	-	-

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	29.000	.407	29.407
Length of sidings, switches, etc,	.830	-	.830
Total, Computed as Single Track,	29.850	.407	30.237

Names of the several cities and towns in which the railways operated by the company are located: Norton, Attleborough, Mansfield, Easton and Taunton.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad Company at Oak Street, Taunton,	4	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	-	-	-	-	-
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	2	-	2
TOTALS, ...	-	-	-	2	-	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & TAUNTON STREET RAILWAY COMPANY,

NORTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel Coolidge, *President*, Philadelphia, Pa. George L. Wetherell, *Vice-President*, Chartley, Mass. Charles H. Knapp, *Treasurer*, Malden, Mass. Robert W. Hewins, *Clerk of Corporation and Superintendent*, Norton, Mass. James A. Stiles, *General Counsel*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel Coolidge, Philadelphia, Pa. James A. Stiles, Gardner, Mass. George L. Wetherell, Chartley, Mass. Andrew H. Sweet, Norton, Mass. Amos F. Hill, Lowell, Mass. Charles H. Knapp, Malden, Mass. Harold A. W. Skinner, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ANDREW H. SWEET,
GEO. L. WETHERELL,
CHAS. H. KNAPP,
HAROLD A. W. SKINNER,
Directors.
CHARLES H. KNAPP,
Treasurer.
ROBERT W. HEWINS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. NOV. 16, 1906. Then personally appeared the above-named Charles H. Knapp and Harold A. W. Skinner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WM. F. HILLS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NORTON, Nov. 8, 1906. Then personally appeared the above-named Robert W. Hewins, Andrew H. Sweet and George L. Wetherell, and made oath that the statements herein contained are true to the best of their knowledge and belief.

Before me, CHARLES T. OLDFIELD,
Justice of the Peace.

REPORT

OF THE

NORWOOD, CANTON & SHARON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$11,132 44
Operating expenses,		12,310 19
GROSS DEFICIT ABOVE OPERATING EXPENSES,		$1,177 75
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	$5,231 86	
Taxes, State and local,	$113 25	
Taxes, commutation,	105 68	
	218 93	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		5,450 79
Deficit for the year ending September 30, 1906,		$6,628 54
Amount of deficit September 30, 1905,		52,389 90
TOTAL DEFICIT SEPTEMBER 30, 1906,		$59,018 44

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$10,567 55
Receipts from rentals of buildings and other property,	464 89
Receipts from advertising in cars,	100 00
GROSS EARNINGS FROM OPERATION,	$11,132 44

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$1,400 00
General office expenses and supplies,	146 35
Other general expenses: printing, medical services and travelling expense,	133 05

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$644 17
Repair of electric line construction,		109 25
Repair of buildings,		96 02
Maintenance of equipment:		
Repair of cars,		289 62
Repair of electric equipment of cars,		512 77
Transportation expenses:		
Cost of electric motive power,		3,748 75
Wages and compensation of persons employed in conducting transportation,		4,594 26
Removal of snow and ice,		126 62
Rentals of buildings and other property,		232 12
Other transportation expenses: storage, grease and waste,		277 21
TOTAL OPERATING EXPENSES,		$12,310 19

PROPERTY ACCOUNTS.

Additions to equipment:		
Electric equipment,	$1,389 17	
Other additional rolling stock (1 snow plough),	903 33	
Other additions to equipment: tools and office furniture,	630 41	
TOTAL ADDITIONS TO EQUIPMENT,		2,922 91
Additions to land and buildings: permanent additions to car barn,		260 74
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$3,183 65

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$110,900 19	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,959 70	
Interest accrued during construction of railway,	2,855 87	
Engineering and other expenses incident to construction,	2,746 28	
TOTAL COST OF RAILWAY OWNED,		$130,462 04
Cost of equipment:		
Cars and other rolling stock,	$11,964 33	
Electric equipment of same,	11,322 78	
Other items of equipment: tools and office furniture,	630 41	
TOTAL COST OF EQUIPMENT OWNED,		23,917 52
Cost of land and buildings: land necessary for operation of railway,		8,453 95
TOTAL PERMANENT INVESTMENTS,		$162,833 51

Cash and current assets:		
Cash,	$930 20	
Bills and accounts receivable,	2,882 16	
TOTAL CASH AND CURRENT ASSETS,		$3,812 36
Miscellaneous assets: materials and supplies,		596 16
Profit and loss balance (deficit),		59,018 44
TOTAL,		$226,260 47

LIABILITIES.	CR.	
Capital stock,		$62,500 00
Current liabilities:		
Loans and notes payable,	$115,880 00	
Audited vouchers and accounts,	47,585 09	
TOTAL CURRENT LIABILITIES,		163,465 09
Accrued liabilities: taxes accrued and not yet due,		295 38
TOTAL,		$226,260 47

CAPITAL STOCK.

Capital stock authorized by law,	$125,000 00	
Capital stock authorized by votes of company,	125,000 00	
Amount paid in on 1,250 shares not yet issued,		$62,500 00
Number of subscribers,	11	
Number of subscribers in Massachusetts,	11	
Amount of receipts for stock held in Massachusetts,	$62,500 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	216,265
Number carried per mile of main railway track operated,	35,794
Number of car miles run,	69,825
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.				
Box passenger cars,	4	4	4	8
Open passenger cars,	3	3	–	6
TOTAL,	7	7	4	14
Snow ploughs,	1	–	–	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Total Operated.
	Miles.	Miles.
Length of railway line,	6.073	6.042
Length of sidings, switches, etc.,	.209	.209
TOTAL, COMPUTED AS SINGLE TRACK,	6.282	6.251

Names of the several cities and towns in which the railways operated by the company are located: Norwood and Sharon.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWOOD, CANTON & SHARON STREET RAILWAY COMPANY,

8 BEACON STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William O. Faxon, *President*, Stoughton, Mass. John F. Perry, *Treasurer and Clerk of Corporation*, 8 Beacon Street, Boston, Mass. Dennis G. Trayers, *Superintendent*, Sharon, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William O. Faxon, Stoughton, Mass. John F. Perry, Brookline, Mass. Albert B. Stearns, Boston, Mass. Cyrus A. Noyes, Sharon, Mass. Dennis G. Trayers, Canton, Mass. George T. Bosson, Melrose Highlands, Mass. Wendell P. Battles, Weymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. PERRY,
DENNIS G. TRAYERS,
WENDELL P. BATTLES,
GEORGE T. BOSSON,
Directors.
JOHN F. PERRY,
Treasurer.
DENNIS G. TRAYERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 9, 1906. Then personally appeared the above-named John F. Perry, Dennis G. Trayers, Wendell P. Battles and George T. Bosson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDMUND H. TALBOT,
Justice of the Peace.

REPORT

OF THE

OLD COLONY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$2,666,211 93
Operating expenses,		1,797,124 35
NET EARNINGS FROM OPERATION,		$869,087 58
Miscellaneous income:		
Income from lease of road,	$37,783 40	
Park receipts,	17,017 87	
Illuminating department,	74,476 04	
TOTAL MISCELLANEOUS INCOME,		129,277 31
GROSS INCOME ABOVE OPERATING EXPENSES,		$998,364 89
Charges upon income accrued during the year:		
Interest on funded debt,	$323,183 33	
Interest and discount on unfunded debts and loans,	82,043 14	
Taxes, State and local, $92,050 12		
Taxes, commutation, 58,191 80		
	150,241 92	
Rentals of leased railways: Newport & Fall River Street Railway,	90,860 00	
Other deductions from income: park expenses,	29,910 19	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		676,238 58
NET DIVISIBLE INCOME,		$322,126 31
Dividends declared (2 per cent),		150,246 00
Surplus for the year ending September 30, 1906,		$171,880 31
Amount of surplus September 30, 1905,		34,726 59
Debits to profit and loss account during the year:		
Adjustment old accounts,	$9,303 35	
Accident claims prior to insurance,	1,416 50	
Discount on bonds,	10,686 90	
Reconstruction,	120,264 22	
TOTAL DEBITS,		141,670 97
TOTAL SURPLUS SEPTEMBER 30, 1906,		$64,935 93

Earnings from Operation.		
Receipts from passengers carried,		$2,605,523 80
Receipts from carriage of mails,		4,922 34
Receipts from carriage of express and parcels,		5,260 71
Receipts from tolls for use of tracks by other companies,		28,923 62
Receipts from rentals of buildings and other property,		8,422 41
Receipts from advertising in cars,		8,041 66
Receipts from interest on deposits,		4,517 65
Other earnings from operation: miscellaneous,		599 74
Gross Earnings from Operation,		$2,666,211 93
Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$47,781 28
General office expenses and supplies,		14,696 35
Legal expenses,		11,210 17
Insurance,		23,143 49
Other general expenses:		
Store room expenses,		10,434 98
Advertising, $7,244.69; miscellaneous general expenses, $28,532.04,		35,776 73
Maintenance of roadway and buildings:		
Repair of roadbed and track,		133,973 58
Repair of electric line construction,		66,883 22
Repair of buildings,		14,619 77
Maintenance of equipment:		
Repair of cars,		114,450 48
Repair of electric equipment of cars,		95,448 74
Repair of miscellaneous equipment,		7,597 01
Provender and stabling,		4,180 63
Transportation expenses:		
Cost of electric motive power, $311,925.46; less power sold, $16,969.09; net,		294,956 37
Wages and compensation of persons employed in conducting transportation,		643,571 92
Removal of snow and ice,		15,750 00
Damages for injuries to persons and property,		156,328 92
Tolls for trackage over other railways,		1,080 90
Rentals of buildings and other property,		14,237 50
Other transportation expenses:		
Miscellaneous car service supplies,		10,121 78
Miscellaneous car service expenses, $60,198; cleaning, oiling and sanding track, $20,682.53,		80,880 53
Total Operating Expenses,		$1,797,124 35
Property Accounts.		
Additions to railway:		
Extension of tracks,	$9,457 81	
Betterment in reconstruction transferred to track,	94,462 00	
New electric line construction,	28,390 27	
Betterment in reconstruction transferred to line,	6,948 00	
Other additions to railway:		
Engineering,	28,522 33	
Reconstruction,	290,865 14	
Total Additions to Railway,		$458,645 55

Additions to equipment:		
Additional cars,	$100,231 35	
Electric equipment of same,	147,536 09	
Other additions to equipment:		
Sundry equipment,	6,831 02	
Reconstructed cars,	10,945 63	
TOTAL ADDITIONS TO EQUIPMENT,		$265,544 09
Additions to land and buildings:		
Additional land necessary for operation of railway,	$16,971 87	
New electric power stations, including machinery, etc.,	115,228 33	
Other new buildings necessary for operation of railway,	28,563 02	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		160,763 22
Additions to other permanent property: park property,		5,423 57
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$890,376 43
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Roadbed and track,	$271 50	
Electric line,	1,893 67	
Engineering,	4,716 30	
Betterment in reconstruction, allowed upon approval of Railroad Commissioners, transferred to track and line,	101,410 00	
Cars and other rolling stock,	1,094 50	
Sundry equipment,	25 00	
Land and buildings,	12,000 00	
Power station and machinery,	36,815 16	
Reconstruction,	120,370 53	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		278,596 66
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$611,779 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$6,824,183 68	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,937,765 20	
Interest accrued during construction of railway,	190,791 68	
Engineering and other expenses incident to construction,	322,237 56	
Other items of railway cost:		
Water works,	3,500 00	
Reconstruction,	288,502 09	
TOTAL COST OF RAILWAY OWNED,		$9,566,980 21
Cost of equipment:		
Cars and other rolling stock,	$1,804,489 36	
Electric equipment of same,	873,228 25	
Other items of equipment:		
Sundry equipment,	102,444 58	
Horses,	1,675 00	
Reconstructed cars,	14,868 87	
TOTAL COST OF EQUIPMENT OWNED,		2,796,706 06

Cost of land and buildings:		
Land and buildings necessary for operation of railway,	$825,981 20	
Electric power stations, including equipment,	2,650,152 18	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$3,476,133 38
Other permanent property: park property,		236,405 16
TOTAL PERMANENT INVESTMENTS,		$16,076,224 81
Cash and current assets:		
Cash,	$466,602 83	
Bills and accounts receivable,	103,893 91	
Sinking and other special funds,	18,513 95	
Other cash and current assets:		
Coupon deposits,	46,737 50	
Bonds in treasury,	6,000 00	
Prepaid taxes, insurance and rentals,	66,566 35	
TOTAL CASH AND CURRENT ASSETS,		708,314 54
Miscellaneous assets:		
Materials and supplies,	$253,217 25	
Other assets and property:		
Newport & Fall River St. R'y lease account,	1,182 04	
Newport & Fall River St. R'y property account,	45,716 77	
Discount on bonds,	208,816 30	
TOTAL MISCELLANEOUS ASSETS,		508,932 36
TOTAL,		$17,293,471 71

LIABILITIES.		CR.
Capital stock,		$7,512,300 00
Funded debt,		7,511,500 00
Current liabilities:		
Loans and notes payable,	$1,395,000 00	
Audited vouchers and accounts,	277,317 88	
Salaries and wages,	25,139 05	
Dividends not called for,	150,246 00	
Matured interest coupons unpaid (including coupons due October 1),	46,737 50	
Miscellaneous current liabilities:		
Outstanding tickets,	16,647 29	
Employees' deposits,	4,160 63	
Customers' deposits,	693 50	
TOTAL CURRENT LIABILITIES,		1,915,941 85
Accrued liabilities:		
Interest accrued and not yet due,	$64,133 10	
Taxes accrued and not yet due,	141,546 53	
Rentals accrued and not yet due,	21,038 34	
TOTAL ACCRUED LIABILITIES,		226,717 97
Sinking and other special funds:		
Accident fund,	$53,686 90	
Winter expense fund,	8,389 06	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		62,075 96
Profit and loss balance (surplus),		64,935 93
TOTAL,		$17,293,471 71

Capital Stock.

Capital stock authorized by law,	$7,512,300 00	
Capital stock authorized by votes of company,	7,512,300 00	
Capital stock issued and outstanding,		$7,512,300 00
Number of shares issued and outstanding,	75,123	
Number of stockholders,	34	
Number of stockholders in Massachusetts,	31	
Amount of stock held in Massachusetts,	$7,169,500 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding	Interest Paid during the Year.
	Per Cent.			
Brockton Street Railway first mortgage bonds,	5	Oct. 1, 1924,	$689,000 00	$34,450 00
Brockton Street Railway debenture bonds,	4½	April 1, 1906,	–	90 00
Brockton Street Railway debenture bonds,	4½	April 1, 1910,	33,000 00	1,485 00
Brockton Street Railway debenture bonds,	5	Jan. 1, 1912,	15,000 00	750 00
Braintree Street Railway first mortgage bonds,	6	July 25, 1914,	35,000 00	2,100 00
Boston, Milton & Brockton Street Railway first mortgage bonds,	5	July 1, 1919,	100,000 00	5,000 00
Brockton, Bridgewater & Taunton Street Railway first mortgage bonds,	5	Aug. 1, 1917,	200,000 00	10,000 00
Brockton & East Bridgewater Street Railway first mortgage bonds,	5	Feb. 1, 1918,	30,000 00	1,500 00
Dighton, Somerset & Swansea Street Railway first mortgage bonds,	5	Dec. 1, 1915,	112,000 00	5,600 00
Globe Street Railway first mortgage bonds,	5	April 1, 1912,	750,000 00	37,500 00
Globe Street Railway debenture bonds,	5	July 1, 1912,	550,000 00	27,500 00
Globe Street Railway debenture bonds,	5	March 1, 1910,	125,000 00	6,250 00
Taunton & Brockton Street Railway first mortgage bonds,	5	Aug. 1, 1917,	100,000 00	5,000 00
New Bedford, Middleborough & Brockton Street Railway first mortgage bonds,	5	Jan. 1, 1920,	325,000 00	16,250 00
Braintree & Weymouth Street Railway first mortgage bonds,	5	March 1, 1917,	80,000 00	4,000 00
Bridgewater, Whitman & Rockland Street Railway first mortgage bonds,	5	Nov. 1, 1917,	85,000 00	4,250 00
Rockland & Abington Street Railway first mortgage bonds,	6	May 1, 1915,	100,000 00	6,000 00
South Shore & Boston Street Railway first mortgage bonds,	5	Aug. 1, 1919,	335,000 00	16,750 00
Norfolk Central Street Railway first mortgage bonds,	5	July 1, 1918,	52,500 00	2,625 00
Norfolk Suburban Street Railway first mortgage bonds,	5	July 1, 1914,	63,000 00	3,150 00
West Roxbury & Roslindale Street Railway first mortgage bonds,	5	Sept. 1, 1916,	140,000 00	7,000 00
Providence & Taunton Street Railway first mortgage bonds,	5	Sept. 1, 1918,	150,000 00	7,500 00
Taunton Street Railway first mortgage bonds,	5	Jan. 1, 1914,	350,000 00	17,500 00
Taunton Street Railway debenture bonds,	5	March 1, 1914,	200,000 00	10,000 00
Old Colony Street Railway first mortgage refunding bonds,	4	Sept. 1, 1954,	2,892,000 00	90,933 33
Totals,			$7,511,500 00	$323,183 33

Sinking and Other Special Funds.

Additions during the year to accident fund,	$189,031 52	
Additions during the year to winter expense fund,	8,389 06	
Total, including Additions,		$197,420 58
Deductions during the year from accident fund,		135,344 62
Total Sinking and Other Special Funds September 30, 1906,		$62,075 96

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	53,713,373
Number carried per mile of main railway track operated,	152,461
Number of car miles run,	9,971,045
Average number of persons employed,	1,724

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,	302	2	304	298	298	-
Open passenger cars,	402	15	417	402	-	-
Total,	704	17	721	700	298	1,438
Cars — Other Service.						
Box freight cars,	6	-	-	-	-	-
Platform freight cars,	5	21	-	-	-	-
Express cars,	3	-	-	-	-	-
Work cars,	16	-	-	-	-	-
Other cars,	22	-	-	-	-	-
Total,	52	21	-	-	-	101
Snow ploughs,	75	1	-	-	-	10

Miscellaneous Equipment.

Carts and snow sleds,	19
Other highway vehicles: 9 tower wagons, 1 roller, 1 road scraper, 3 buggies, 2 democrats, 9 express wagons, 2 pole wagons, 12 snow levellers, 1 trolley wagon, 1 dray, 3 walkaways, 1 platform wagon, 1 caravan,	46
Horses,	12

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Total Owned, Leased, etc.	Total Operated.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	313.897	18.514	332.411	318.266
Length of second main track,	45.136	.775	45.911	34.042
TOTAL LENGTH OF MAIN TRACK,	359.033	19.289	378.322	352.308
Length of sidings, switches, etc.,	16.988	1.305	18.293	18.051
TOTAL, COMPUTED AS SINGLE TRACK,	376.021	20.594	396.615	370.359

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

	Leased and Trackage Rights.	Operated.
	Miles	Miles.
Length of railway line,	18.514	18.514
Length of second main track,	.775	.775
TOTAL LENGTH OF MAIN TRACK,	19.289	19.289
Length of sidings, switches, etc.,	1.305	1.305
TOTAL, COMPUTED AS SINGLE TRACK,	20.594	20.594

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	4.328	4.342
Length of sidings,	3.501	3.925
TOTAL LENGTH OF MAIN TRACK,	7.829	8.267

Names of the several cities and towns in which the railways operated by the company are located: Abington, Avon, Boston, Braintree, Bridgewater, Brockton, Dedham, Dighton, Easton, East Bridgewater, Fall River, Freetown, Hanover, Hingham, Holbrook, Hull, Hyde Park, Lakeville, Milton, Middleborough, Needham, New Bedford, Norwell, Norwood, Quincy, Randolph, Raynham, Rehoboth, Rockland, Seekonk, Somerset, Stoughton, Taunton, Walpole, West Bridgewater, Westwood, Weymouth and Whitman, Mass., and Newport, Portsmouth, Tiverton and Middletown, R. I.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (20 in number), viz.:		
With Fore River Ship & Engine Company, as follows:		
Braintree, at Adams Street,*	1	1
Quincy, at Quincy Avenue,*	1	1
With New York, New Haven & Hartford Railroad, as follows:		
East Bridgewater, at Central Street,	2	1
Braintree, at Commercial Street,	3	1
Stoughton, at Park Street,	2	1
Rockland, at Union Street,	1	1
Somerset, at Pleasant Street,	2	1
Abington, at North Avenue,	4	1
Taunton, at Dean Street,	2	1
Taunton, at Oak Street,	4	1
Taunton, at Warren Street,	2	1
Taunton, at Whittenton Street,	2	1
Taunton, at Winthrop Street,	2	1
Taunton, at Weir Street (2 crossings),	4	1
Whitman, at South Avenue,	5	1
Dighton, at Main Street,	2	1
Hingham, at Main Street,	2	1
Quincy, at Water Street,	3	1
Hull, at Nantasket Avenue,	2	1
Freetown, siding to pumping station,*	1	1
Total Number of Tracks at Crossings,	47	20

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	165	1	389	1	554
Employees,	-	2	2	77	2	79
Other persons,	-	-	3	56	3	56
Totals,	-	167	6	522	6	689

Corporate Name and Address of the Company.

OLD COLONY STREET RAILWAY COMPANY,

84 State Street, Boston, Mass.

Names and Business Address of Principal Officers.

Patrick F. Sullivan, *President*, Boston, Mass. Robert S. Goff, *Vice-President and General Manager*, Boston, Mass. Philip M. Reynolds, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. D. Dana Bartlett, *General Auditor*, Boston, Mass. John F. Conway, *Superintendent, Division 1*, Brockton, Mass. George F. Seibel, *Superintendent, Division 2*, Taunton, Mass.

* Indicates crossing used for freight only.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass.
Bradford D. Davol, Fall River, Mass. Joseph H. Goodspeed, Boston, Mass.
James A. Parker, Brookline, Mass. Frederick S. Hall, Taunton, Mass.
John P. Morse, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
ROBERT S. GOFF,
J. H. GOODSPEED,
JAMES A. PARKER,
JOHN P. MORSE,
FREDERICK S. HALL,
BRADFORD D. DAVOL,
Directors.
PHILIP M. REYNOLDS,
Treasurer.
ROBERT S. GOFF,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 15, 1906. Then personally appeared the above-named P. F. Sullivan, Robert S. Goff, J. H. Goodspeed, James A. Parker, John P. Morse, Frederick S. Hall, Bradford D. Davol and Philip M. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$186,471 35
Operating expenses,		125,574 71
NET EARNINGS FROM OPERATION,		$60,896 64
Miscellaneous income,		811 50
GROSS INCOME ABOVE OPERATING EXPENSES,		$61,708 14
Charges upon income accrued during the year:		
Interest on funded debt,	$8,000 00	
Interest and discount on unfunded debts and loans,	1,998 75	
Taxes, State and local,	9,803 76	
Payments to sinking and other special funds: insurance fund,	9,289 74	
Other deductions from income:		
Maintenance of park, $2,951 58		
Accrued interest, 2,000 00		
	4,951 58	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		34,043 83
NET DIVISIBLE INCOME,		$27,664 31
Dividends declared (6 per cent),		18,000 00
Surplus for the year ending September 30, 1906,		$9,664 31
Amount of surplus September 30, 1905,		49,163 24
Credits to profit and loss account during the year: premium on stock issue,		5,000 00
		$63,827 55
Debits to profit and loss account during the year:		
Depreciation of roadbed,	$6,000 00	
Depreciation of cars,	2,000 00	
Depreciation of equipment,	2,000 00	
TOTAL DEBITS,		10,000 00
TOTAL SURPLUS SEPTEMBER 30, 1906,		$53,827 55

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$184,912 11
Receipts from carriage of express and parcels,	917 30

Receipts from rentals of buildings and other property,		$112 50
Receipts from advertising in cars,		367 04
Receipts from interest on deposits,		162 40
GROSS EARNINGS FROM OPERATION,		$186,471 35
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$3,800 00
General office expenses and supplies,		627 09
Legal expenses,		559 50
Insurance,		1,228 90
Other general expenses,		899 94
Maintenance of roadway and buildings:		
Repair of roadbed and track,		10,291 69
Repair of electric line construction,		1,230 81
Repair of buildings,		720 82
Maintenance of equipment:		
Repair of cars,		11,261 13
Repair of electric equipment of cars,		15,944 02
Repair of miscellaneous equipment,		88 88
Provender and stabling,		310 99
Transportation expenses:		
Cost of electric motive power,		36,697 58
Wages and compensation of persons employed in conducting transportation,		39,246 41
Removal of snow and ice,		471 43
Other transportation expenses,		2,195 52
TOTAL OPERATING EXPENSES,		$125,574 71
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 10,138 feet),	$20,181 73	
New electric line construction (length, 10,138 feet),	1,507 14	
TOTAL ADDITIONS TO RAILWAY,		$21,688 87
Additions to land and buildings:		
Additional land necessary for operation of railway,	$225 00	
New electric power stations, including machinery, etc.,	33,067 30	
Other new buildings necessary for operation of railway,	1,800 53	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		35,092 83
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$56,781 70
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Depreciation of roadbed,	$6,000 00	
Depreciation of cars,	2,000 00	
Depreciation of equipment,	2,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		10,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$46,781 70

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$333,760 03	
Electric line construction, including poles, wiring, feeder lines, etc.,	48,671 28	
TOTAL COST OF RAILWAY OWNED,		$382,431 31
Cost of equipment:		
Cars and other rolling stock,	$59,257 02	
Electric equipment of same,	38,230 04	
Other items of equipment: horse,	147 50	
TOTAL COST OF EQUIPMENT OWNED,		97,634 56
Cost of land and buildings:		
Land necessary for operation of railway,	$10,983 41	
Electric power stations, including equipment,	55,675 37	
Other buildings necessary for operation of railway,	30,143 78	
TOTAL COST OF LAND AND BUILDINGS OWNED,		96,802 56
TOTAL PERMANENT INVESTMENTS,		$576,868 43
Cash and current assets: cash,		4,334 61
TOTAL,		$581,203 04

LIABILITIES.		CR.
Capital stock,		$300,000 00
Funded debt,		200,000 00
Current liabilities: audited vouchers and accounts,		7,400 00
Accrued liabilities:		
Interest accrued and not yet due,	$2,000 00	
Taxes accrued and not yet due,	3,727 18	
TOTAL ACCRUED LIABILITIES,		5,727 18
Sinking and other special funds: insurance fund,		14,248 31
Profit and loss balance (surplus),		53,827 55
TOTAL,		$581,203 04

CAPITAL STOCK.

Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	58	
Number of stockholders in Massachusetts,	55	
Amount of stock held in Massachusetts,	$299,100 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 4	July 1, 1922,	$200,000 00	$8,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,709,944
Number carried per mile of main railway track operated,	129,596
Number of car miles run,	835,002
Average number of persons employed,	92

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	16	16	16	51
Open passenger cars,	18	18	-	49
Total,	34	34	16	100
Cars — Other Service.				
Work cars,	1	1	-	2
Snow ploughs,	3	-	-	8

Railway Owned and Operated (by Electric Power).

Length of railway line,	27.632 miles.
Length of second main track,	.995 "
Total length of main track,	28.627 "
Length of sidings, switches, etc.,	.738 "
Total, computed as single track,	29.365 "

Railway Located Outside of Public Ways.

Length of railway line,	1.558 miles.

Names of the several cities and towns in which the railways operated by the company are located: Pittsfield, Lanesborough, Cheshire, Dalton and Hinsdale.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	-	-	5	-	5
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	1	-	1	-
TOTALS, ...	-	-	1	5	1	5

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,

PITTSFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Charles E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. Peter C. Dolan, *General Manager*, Pittsfield, Mass. Patrick H. Dolan, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,
ALEXR. KENNEDY,
P. C. DOLAN,
C. E. MERRILL,
J. M. STEVENSON,
JAS. W. HULL,
Directors.
C. E. MERRILL,
Treasurer.
P. H. DOLAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. PITTSFIELD, Oct. 17, 1906. Then personally appeared the above-named Joseph Tucker, Peter C. Dolan, James W. Hull, Alexander Kennedy, John M. Stevenson, Patrick H. Dolan and Charles E. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHAS. E. HIBBARD,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH, CARVER & WAREHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Obtained a certificate of incorporation, but has not commenced the construction of its railway.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks (ties),	$9,377 19	
Engineering and other expenses incident to construction,	2,916 18	
TOTAL COST OF RAILWAY OWNED,		$12,293 37
Cash and current assets: cash,		34,400 21
TOTAL,		$46,693 58

LIABILITIES.	CR.
Capital stock,	$45,000 00
Accrued liabilities: payments on subscriptions abandoned to the company,	70 00
Sinking and other special funds: accumulated interest on bank balance,	1,623 58
TOTAL,	$46,693 58

PROPERTY ACCOUNTS.

Additions to railway:		
Ties,	$9,377 19	
Engineering and other expenses incident to construction,	629 68	
TOTAL ADDITIONS TO RAILWAY,		$10,006 87

CAPITAL STOCK.

Capital stock authorized by law,	$45,000 00	
Capital stock authorized by votes of company,	45,000 00	
Capital stock issued and outstanding,		$45,000 00
Number of shares issued and outstanding,	450	
Number of stockholders,	77	
Number of stockholders in Massachusetts,	75	
Amount of stock held in Massachusetts,	$44,400 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH, CARVER & WAREHAM STREET RAILWAY COMPANY,

PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Theodore T. Vaughan, *President*, Carver, Mass. Henry S. Griffith, *Vice-President*, South Carver, Mass. James B. Collingwood, *Treasurer and Clerk of Corporation*, Plymouth, Mass. Charles S. Davis, *General Counsel*, Plymouth, Mass. John B. Washburn, *Auditor*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Theodore T. Vaughan, Carver, Mass. Henry S. Griffith, South Carver, Mass. James B. Collingwood, Plymouth, Mass. William S. Kyle, Plymouth, Mass. Horace M. Saunders, Plymouth, Mass. John T. Pierce, Tremont, Mass. Eugene E. Shaw, Carver, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. KYLE,
JAS. B. COLLINGWOOD,
HORACE M. SAUNDERS,
THEODORE T. VAUGHAN,
EUGENE E. SHAW,
Directors.
JAS. B. COLLINGWOOD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. NOV. 10, 1906. Then personally appeared the above-named Wm. S. Kyle, Jas. B. Collingwood and Horace M. Saunders, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWARD L. BURGESS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. NOV. 10, 1906. Then personally appeared the above-named Theodore T. Vaughan and Eugene E. Shaw, and severally made oath that the foregoing certificate by them subscribed is true, to their best knowledge and belief.

Before me, FRANK E. BARRON,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$7,909 23
Operating expenses,		5,214 45
GROSS INCOME ABOVE OPERATING EXPENSES,		$2,694 78
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	$984 15	
Taxes, State and local,	561 32	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		1,545 47
Surplus for the year ending September 30, 1906,		$1,149 31
Amount of surplus September 30, 1905,		4,729 80
TOTAL SURPLUS SEPTEMBER 30, 1906,		$5,879 11
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$7,884 23
Receipts from advertising in cars,		25 00
GROSS EARNINGS FROM OPERATION,		$7,909 23
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$396 00
General office expenses and supplies,		81 68
Insurance,		104 40
Maintenance of roadway and buildings:		
Repair of roadbed and track,		196 90
Repair of electric line construction,		4 00
Maintenance of equipment:		
Repair of cars,		261 57
Repair of electric equipment of cars,		71 13

Transportation expenses:		
Cost of electric motive power,		$1,740 27
Wages and compensation of persons employed in conducting transportation,		2,238 50
Removal of snow and ice,		120 00
TOTAL OPERATING EXPENSES,		$5,214 45

PROPERTY ACCOUNTS.

Additions to land and buildings: additional land necessary for operation of railway,	$1,600 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$46,303 05	
Electric line construction, including poles, wiring, feeder lines, etc.,	3,290 83	
Engineering and other expenses incident to construction,	2,395 94	
TOTAL COST OF RAILWAY OWNED,		$51,989 82
Cost of equipment:		
Cars and other rolling stock,	$4,977 06	
Electric equipment of same,	4,250 11	
TOTAL COST OF EQUIPMENT OWNED,		9,227 17
Cost of land and buildings:		
Land necessary for operation of railway,	$1,838 50	
Other buildings necessary for operation of railway,	3,136 14	
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,974 64
TOTAL PERMANENT INVESTMENTS,		$66,191 63
Cash and current assets: cash,		1,831 40
TOTAL,		$68,023 03

LIABILITIES.	CR.
Capital stock,	$36,800 00
Current liabilities: loans and notes payable,	25,343 92
Profit and loss balance (surplus),	5,879 11
TOTAL,	$68,023 03

CAPITAL STOCK.

Capital stock authorized by law,	$60,000 00	
Capital stock authorized by votes of company,	45,000 00	
Capital stock issued and outstanding,		$36,800 00
Number of shares issued and outstanding,	368	
Number of stockholders,	31	
Number of stockholders in Massachusetts,	26	
Amount of stock held in Massachusetts,	$28,400 00	

Volume of Traffic, etc

Number of passengers paying revenue carried during the year,	86,458
Number carried per mile of main railway track operated,	14,067
Number of car miles run,	38,484
Average number of persons employed,	4

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	2	2	2	4
Open passenger cars,	2	2	-	4
Total,	4	4	2	8

Railway Owned and Operated (by Electric Power).

Length of railway line,	6.146 miles.
Length of sidings, switches, etc.,	.213 "
Total, computed as single track,	6.359 "

Railway Located Outside of Public Ways.

Length of railway line,	.161 mile.

Names of the several cities and towns in which the railways operated by the company are located: Plymouth.

Corporate Name and Address of the Company.

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY,

Plymouth, Mass.

Names and Business Address of Principal Officers.

Henry W. Taylor, *President*, Boston, Mass. Thomas E. Cornish, *Vice-President*, Philadelphia, Pa. Walter L. Boyden, *Treasurer and Clerk of Corporation*, Plymouth, Mass. N. H. Dunbar, *Superintendent*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry W. Taylor, 274 Commonwealth Avenue, Boston, Mass. Eben Kimball, 274 Commonwealth Avenue, Boston, Mass. Thomas E. Cornish, Philadelphia, Pa. Thomas Arnold, North Abington, Mass. William B. Arnold, North Abington, Mass. John H. Marshall, Manomet, Mass. Charles F. Hanlon, San Francisco, Cal.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOMAS E. CORNISH,
WILLIAM B. ARNOLD,
J. H. MARSHALL,
Directors.
W. L. BOYDEN,
Treasurer.
N. H. DUNBAR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. NORTH ABINGTON, Nov. 2, 1906. Then personally appeared the above-named William B. Arnold, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHAS. O. TYLER,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. NOV. 3, 1906. Then personally appeared the above-named J. H. Marshall, W. L. Boyden and N. H. Dunbar, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES B. STODDARD,
Justice of the Peace.

REPORT

OF THE

PROVIDENCE & FALL RIVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$61,316 67
Operating expenses,		45,452 31
GROSS INCOME ABOVE OPERATING EXPENSES,		$15,864 36
Charges upon income accrued during the year:		
Interest on funded debt,	$8,250 00	
Interest and discount on unfunded debts and loans,	4,181 02	
Taxes, State and local, $783 31		
Taxes, commutation, 1,113 62		
	1,896 93	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		14,327 95
Surplus for the year ending September 30, 1906,		$1,536 41
Amount of deficit September 30, 1905,		16,957 57
Debits to profit and loss account during the year:		
Settlement of old accounts,	$1,610 03	
Settlement of damage claim for accidents of 1903,	1,756 33	
TOTAL DEBITS,		3,366 36
TOTAL DEFICIT SEPTEMBER 30, 1906,		$18,787 52

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$51,160 42
Receipts from carriage of mails,	453 54
Receipts from carriage of freight,	7,409 89
Receipts from tolls for use of tracks by other companies,	429 59
Receipts from rentals of buildings and other property,	1,593 23
Receipts from advertising in cars,	270 00
GROSS EARNINGS FROM OPERATION,	$61,316 67

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$2,317 59
General office expenses and supplies,		88 52
Insurance,		1,590 00
Other general expenses,		643 91
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,812 94
Repair of electric line construction,		434 91
Repair of buildings,		57 13
Maintenance of equipment:		
Repair of cars,		6,556 65
Repair of electric equipment of cars,		6,032 42
Transportation expenses:		
Cost of electric motive power, $15,165.55; less power sold, $429.66; net,		14,735 89
Wages and compensation of persons employed in conducting transportation,		10,119 32
Removal of snow and ice,		21 95
Damages for injuries to persons and property,		377 77
Other transportation expenses,		663 31
Total Operating Expenses,		$45,452 31
Property Accounts.		
Additions to railway: engineering,		$57 35
Additions to equipment:		
Electric equipment of cars,	$585 28	
Other additions to equipment: miscellaneous equipment for freight car,	569 21	
Total Additions to Equipment,		1,154 49
Total Additions to Property Accounts,		$1,211 84
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$171,039 73	
Electric line construction, including poles, wiring, feeder lines, etc.,	75,187 09	
Engineering and other expenses incident to construction,	6,313 32	
Total Cost of Railway Owned,		$252,540 14
Cost of equipment:		
Cars and other rolling stock,	$44,258 12	
Electric equipment of same,	45,862 65	
Other items of equipment,	6,777 65	
Total Cost of Equipment Owned,		96,898 42
Cost of land and buildings:		
Land necessary for operation of railway,	$8,096 75	
Other buildings necessary for operation of railway,	23,734 61	
Total Cost of Land and Buildings Owned,		31,831 36
Total Permanent Investments,		$381,269 92

Cash and current assets:		
Cash,	$4,083 12	
Bills and accounts receivable,	1,655 21	
Other cash and current assets:		
Prepaid interest,	1,352 93	
Prepaid insurance,	1,427 72	
TOTAL CASH AND CURRENT ASSETS,		$8,518 98
Miscellaneous assets: materials and supplies,		4,021 08
Profit and loss balance (deficit),		18,787 52
TOTAL,		$412,597 50

LIABILITIES.	CR.	
Capital stock,		$165,000 00
Funded debt,		165,000 00
Current liabilities:		
Loans and notes payable,	$75,665 52	
Audited vouchers and accounts,	2,972 55	
TOTAL CURRENT LIABILITIES,		78,638 07
Accrued liabilities:		
Interest accrued and not yet due,	$2,062 50	
Taxes accrued and not yet due,	1,896 93	
TOTAL ACCRUED LIABILITIES,		3,959 43
TOTAL,		$412,597 50

CAPITAL STOCK.

Capital stock authorized by law,	$165,000 00	
Capital stock authorized by votes of company,	165,000 00	
Capital stock issued and outstanding,		$165,000 00
Number of shares issued and outstanding,	1,650	
Number of stockholders,	34	
Number of stockholders in Massachusetts,	31	
Amount of stock held in Massachusetts,	$154,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	July 1, 1921,	$165,000 00	$8,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,233,317
Number carried per mile of main railway track operated,	102,922
Number of car miles run,	256,052
Average number of persons employed,	36

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	9	9	9	-
Open passenger cars,	10	10	-	-
Total,	19	19	9	60
Cars — Other Service.				
Box freight cars,	1	-	-	-
Snow ploughs,	3	-	-	-

Miscellaneous Equipment.

Carts and snow sleds,	1

Railway Owned and Operated (by Electric Power).

Length of railway line,	11.983 miles.
Length of sidings, switches, etc.,	.546 "
Total, computed as single track,	12.529 "

Railway Located Outside of Public Ways.

Length of railway line,	3.489 miles.

Names of the several cities and towns in which the railways operated by the company are located: Swansea, Rehoboth and Seekonk.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
Totals,	-	-	-	3	-	3

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & FALL RIVER STREET RAILWAY COMPANY,

SWANSEA CENTRE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, 52 Boylston Street, Boston, Mass. Walter H. Trumbull, *Vice-President*, Salem, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Alvah C. Dole, *Superintendent*, Swansea Centre, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Butman, Malden, Mass. Fred C. Hinds, Newton, Mass. Walter H. Trumbull, Salem, Mass. Robert Redford, Lawrence, Mass. Alexander B. Bruce, Lawrence, Mass. Thomas Lahey, Haverhill, Mass. L. P. Sturtevant, Swansea, Mass. A. H. Barney, Swansea Centre, Mass. John J. Whipple, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
FRED C. HINDS,
ALEX. B. BRUCE,
THOMAS LAHEY,
JOHN J. WHIPPLE,
Directors.
GEO. A. BUTMAN,
Treasurer.
ALVAH C. DOLE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 9, 1906. Then personally appeared the above-named Geo. A. Butman, Fred C. Hinds, Alex. B. Bruce, Thos. Lahey, John J. Whipple and Alvah C. Dole, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$18,169 61
Operating expenses,		10,918 39
GROSS INCOME ABOVE OPERATING EXPENSES,		$7,251 22
Charges upon income accrued during the year:		
Interest on funded debt,	$3,000 00	
Interest and discount on unfunded debts and loans,	159 63	
Taxes, State and local,	234 41	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		3,394 04
Surplus for the year ending September 30, 1906,		$3,857 18
Amount of surplus September 30, 1905,		8,043 88
TOTAL SURPLUS SEPTEMBER 30, 1906,		$11,901 06
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$8,821 22
Receipts from carriage of mails,		305 36
Receipts from carriage of freight,		7,137 49
Other earnings from operation: sale of power,		1,905 54
GROSS EARNINGS FROM OPERATION,		$18,169 61
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$944 02
General office expenses and supplies,		207 35
Insurance,		435 08
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,024 14
Repair of electric line construction,		46 37
Repair of buildings,		75 58

Maintenance of equipment:	
Repair of cars,	$269 83
Repair of electric equipment of cars,	229 47
Transportation expenses:	
Cost of electric motive power,	1,659 33
Wages and compensation of persons employed in conducting transportation,	2,773 96
Removal of snow and ice,	57 28
Rentals of buildings and other property,	50 00
Other transportation expenses: transferring of freight,	2,145 98
TOTAL OPERATING EXPENSES,	$10,918 39

PROPERTY ACCOUNTS.

Additions to land and buildings: additional equipment of power stations,	$525 00
Additions to other permanent property: for purposes of renting power,	55 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	$580 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$51,344 86	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,995 23	
Engineering and other expenses incident to construction,	5,414 79	
TOTAL COST OF RAILWAY OWNED,		$70,754 88
Cost of equipment:		
Cars and other rolling stock,	$7,187 72	
Electric equipment of same,	3,498 92	
TOTAL COST OF EQUIPMENT OWNED,		10,686 64
Cost of land and buildings:		
Land necessary for operation of railway,	$2,030 67	
Electric power stations, including equipment,	22,042 37	
Other buildings necessary for operation of railway,	2,465 64	
TOTAL COST OF LAND AND BUILDINGS OWNED,		26,538 68
Other permanent property: for rent of power,		923 06
TOTAL PERMANENT INVESTMENTS,		$108,903 26
Cash and current assets:		
Cash,	$1,264 71	
Bills and accounts receivable,	350 22	
TOTAL CASH AND CURRENT ASSETS,		1,614 93
Miscellaneous assets: materials and supplies,		4,043 60
TOTAL,		$114,561 79

Liabilities.		Cr.
Capital stock,		$50,000 00
Funded debt,		50,000 00
Current liabilities:		
Loans and notes payable,	$1,685 00	
Matured interest coupons unpaid (including coupons due October 1),	474 00	
Total Current Liabilities,		2,159 00
Accrued liabilities:		
Interest accrued and not yet due,	$267 32	
Taxes accrued and not yet due,	234 41	
Total Accrued Liabilities,		501 73
Profit and loss balance (surplus),		11,901 06
Total,		$114,561 79

Capital Stock.		
Capital stock authorized by law,	$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	108	
Number of stockholders in Massachusetts,	102	
Amount of stock held in Massachusetts,	$42,250 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	Sept. 1, 1916,	$50,000 00	$3,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	192,516
Number carried per mile of main railway track operated,	29,482
Number of car miles run,	56,850
Average number of persons employed,	11

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.					
Box passenger cars,	2	1	3	2	4
Open passenger cars,	1	1	2	-	2
TOTAL,	3	2	5	2	6
CARS — OTHER SERVICE.					
Box freight cars,	-	4	-	-	-
Platform freight cars,	-	4	-	-	-
TOTAL,	-	8	-	-	-
Snow ploughs,	1	-	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.530 miles.
Length of sidings, switches, etc.,	.480 "
Total, computed as single track,	7.010 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.550 miles.

Names of the several cities and towns in which the railways operated by the company are located: Shelburne and Colrain.

OCT. 15, 1906.

We have examined the books and vouchers of W. S. Ball, treasurer, and it is our opinion his accounts are correct.

C. W. ADAMS.
C. P. COVELL.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY,

SHELBURNE FALLS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Marcy, *President*, Colrain, Mass. Francis J. Canedy, *Vice-President*, Shelburne Falls, Mass. Wilfrid S. Ball, *Treasurer and Clerk of Corporation*, Shelburne Falls, Mass. Eugene V. Maling, *Superintendent*, Shelburne Falls, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Marcy, Colrain, Mass. Lorenzo Griswold, Griswoldville, Mass. Edwin Baker, Shelburne Falls, Mass. Herbert Newell, Shelburne Falls, Mass. Francis J. Canedy, Shelburne Falls, Mass. Freeman L. Davenport, Shelburne Falls, Mass. Juan C. Wood, Shelburne Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. MARCY,
FRANCIS J. CANEDY,
LORENZO GRISWOLD,
JUAN C. WOOD,
FREEMAN L. DAVENPORT,
H. NEWELL,
EDWIN BAKER,
Directors.
WILFRID S. BALL,
Treasurer.
EUGENE V. MALING,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 18, 1906. Then personally appeared the above-named Charles A. Marcy, Francis J. Canedy, Juan C. Wood, Lorenzo Griswold, Freeman L. Davenport, H. Newell, Edwin Baker, Wilfrid S. Ball and Eugene V. Maling, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. W. JENKS,
Justice of the Peace.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	$9,180 00
Dividends declared (6 per cent),	9,180 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.

	DR.
Cost of railway,	$153,000 00
TOTAL,	$153,000 00

LIABILITIES.

	CR.
Capital stock,	$153,000 00
TOTAL,	$153,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$153,000 00	
Capital stock authorized by votes of company,	153,000 00	
Capital stock issued and outstanding,		$153,000 00
Number of shares issued and outstanding,	3,060	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$153,000 00	

RAILWAY OWNED.

Length of railway line,	6.356 miles.
Length of second main track,	1.424 "
Total length of main track,	7.780 "
Length of sidings, switches, etc.,	.253 "
Total, computed as single track,	8.033 "

Names of the several cities and towns in which the railway owned by the company is located: Somerville.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,

SULLIVAN SQUARE TERMINAL (CHARLESTOWN DISTRICT), BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Hooper, *President*, 101 Milk Street, Boston, Mass. John H. Studley, *Treasurer and Clerk of Corporation*, Sullivan Square Terminal, Charlestown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Hooper, Manchester, Mass. Daniel L. Prendergast, Brookline, Mass. Albert J. Holley, Everett, Mass. George C. Travis, Newton, Mass. John H. Studley, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN H. STUDLEY,
DANIEL L. PRENDERGAST,
ALBERT J. HOLLEY,
GEORGE C. TRAVIS,
Directors.
JOHN H. STUDLEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 12, 1906. Then personally appeared the above-named John H. Studley, Daniel L. Prendergast, A. J. Holley and George C. Travis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT

OF THE

SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Railway operated by N. Sumner Myrick, Receiver.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$88,289 30
Operating expenses,		61,282 06
GROSS INCOME ABOVE OPERATING EXPENSES,		$27,007 24
Charges upon income accrued during the year:		
Interest on funded debt,	$5,000 00	
Interest and discount on unfunded debts and loans,	9,856 09	
Taxes, State and local,	$1,076 34	
Taxes, commutation,	1,393 99	
	2,470 33	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		17,326 42
Surplus for the year ending September 30, 1906,		$9,680 82
Amount of deficit September 30, 1905,		14,042 64
Credits to profit and loss account during the year: adjustment of taxes,	$1,602 59	
Debits to profit and loss account during the year:		
Adjustment of insurance,	$2,855 75	
Adjustment of material,	2,412 29	
TOTAL DEBITS,	5,268 04	
NET AMOUNT DEBITED TO PROFIT AND LOSS,		3,665 45
TOTAL DEFICIT SEPTEMBER 30, 1906,		$8,027 27

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$85,342 23
Receipts from carriage of mails,	200 00
Receipts from tolls for use of tracks by other companies,	47 35
Receipts from rentals of buildings and other property,	2,234 42

Receipts from advertising in cars,		$430 00
Receipts from interest on deposits,		11 30
Other earnings from operation,		24 00
GROSS EARNINGS FROM OPERATION,		$88,289 30

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks,		$8,262 94
General office expenses and supplies,		3,789 80
Insurance,		628 84
Other general expenses: storeroom expense,		537 72
Maintenance of roadway and buildings:		
Repair of roadbed and track,		662 05
Repair of electric line construction,		135 53
Repair of buildings,		262 40
Maintenance of equipment:		
Repair of cars,		2,010 19
Repair of electric equipment of cars,		3,401 84
Repair of miscellaneous equipment,		603 09
Provender and stabling,		75 68
Transportation expenses:		
Cost of electric motive power, $26,651.66; less power sold, $9,481.73; net,		17,169 93
Wages and compensation of persons employed in conducting transportation,		18,693 10
Removal of snow and ice,		554 80
Damages for injuries to persons and property,		4,267 07
Rentals of buildings and other property,		227 08
TOTAL OPERATING EXPENSES,		$61,282 06

PROPERTY ACCOUNTS.

Additions to railway: new construction not completed,		$52,448 48
Additions to equipment:		
Additional rolling stock, hand car,	$104 35	
Other additions to equipment:		
Fitting up freight car,	171 34	
Furniture and fixtures,	2 50	
TOTAL ADDITIONS TO EQUIPMENT,		278 19
Additions to land and buildings: remodeled car barn,		2,275 51
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$55,002 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$261,913 59	
Electric line construction, including poles, wiring, feeder lines, etc.,	74,351 11	
Engineering and other expenses incident to construction,	3,591 68	
TOTAL COST OF RAILWAY OWNED,		$339,856 38

Cost of equipment:		
Cars and other rolling stock, and electric equipment of same,	$80,045 94	
Other items of equipment: shop tools and machinery,	84 59	
Office furniture and fixtures,	518 25	
TOTAL COST OF EQUIPMENT OWNED,		$80,648 78
Cost of land and buildings:		
Land necessary for operation of railway,	$5,882 00	
Electric power stations, including equipment,	94,307 75	
Other buildings necessary for operation of railway,	46,827 09	
TOTAL COST OF LAND AND BUILDINGS OWNED,		147,016 84
Other permanent property: West Natick pavilion,		500 00
TOTAL PERMANENT INVESTMENTS,		$568,022 00
Cash and current assets:		
Cash,	$10,054 51	
Bills and accounts receivable,	1,988 75	
Sinking and other special funds,	8,351 50	
TOTAL CASH AND CURRENT ASSETS,		20,394 76
Miscellaneous assets: materials and supplies,		4,007 74
Profit and loss balance (deficit),		8,027 27
TOTAL,		$600,451 77

LIABILITIES.		CR.
Capital stock,		$100,000 00
Funded debt,		100,000 00
Current liabilities:		
Loans and notes payable,	$382,672 20	
Audited vouchers and accounts,	8,535 18	
Salaries and wages,	59 56	
Matured interest coupons unpaid (including coupons due October 1),	833 33	
TOTAL CURRENT LIABILITIES,		392,100 27
Sinking and other special funds,		8,351 50
TOTAL,		$600,451 77

CAPITAL STOCK.		
Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	40	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	$99,400 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1915,	$100,000 00	$5,000 00

Sinking and Other Special Funds.

Amount September 30, 1905, of sinking fund,	$8,351 50
Total Sinking and Other Special Funds September 30, 1906,	$8,351 50

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,722,112
Number carried per mile of main railway track operated,	115,967
Number of car miles run,	369,225
Average number of persons employed,	42

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	10	10	10	-
Open passenger cars,	5	5	-	-
Total,	15	15	10	52
Cars — Other Service.				
Box freight cars,	1	-	-	-
Sand car,	1	-	-	-
Service car,	1	-	-	-
Total,	3	-	-	-
Snow ploughs,	3	-	-	-

Miscellaneous Equipment.

Railway rolling stock: snow levellers,	2
Highway vehicles: tower wagon,	1

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	12.956	.169	13.125
Length of second main track,	1.725	-	1.725
Total Length of Main Track,	14.681	.169	14.850
Length of sidings, switches, etc.,	1.217	-	1.217
Total, Computed as Single Track,	15.898	.169	16.067

Railway Located Outside of Public Ways.

Length of railway line,	.107 mile.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Sherburn, Hopkinton, Framingham and Ashland.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Waverly Street, Framingham,	2	1
With Boston & Albany Railroad, at Waverly Street, Framingham,	1	1
With Boston & Albany Railroad, at Waverly Street, Framingham,	1	1
With Boston & Albany Railroad, at Waverly Street, Framingham,	1	1
With New York, New Haven & Hartford Railroad, at Ashland,	1	1
Total Number of Traces at Crossings,	6	5

Number of above crossings at which *frogs* are inserted in the tracks, . 5

General Remarks and Explanations.

Railway is being operated by N. Sumner Myrick, receiver, since May 6, 1903.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	15	-	8	-	23
Employees, ...	-	1	-	1	-	2
Other persons, ...	-	-	-	4	-	4
TOTALS, ...	-	16	-	13	-	29

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,

BARRISTERS HALL, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

N. Sumner Myrick, *President*, Barristers Hall, Boston, Mass. Roscoe R. Stover, *Treasurer*, Boston, Mass. F. P. Quackenbush, *Superintendent*, Natick, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clifford M. Brewer, Medford, Mass. Francis Bigelow, Natick, Mass. H. H. Whitney, Natick, Mass. John M. Fiske, Natick, Mass. Warren A. Bird, Natick, Mass. Roscoe R. Stover, Boston, Mass. Reginald Bradlee, Medford, Mass. Daniel W. Weeks, Medford, Mass. N. Sumner Myrick, Wellesley, Mass.

I hereby certify that the statements contained in the foregoing report are full, just and true.

N. SUMNER MYRICK,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 13, 1906. Then personally appeared the above-named N. Sumner Myrick, receiver, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, J. ALBERT BRACKETT,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$1,225,209 36
Operating expenses,		875,871 83
NET EARNINGS FROM OPERATION,		$349,337 53
Miscellaneous income: park earnings,		3,818 50
GROSS INCOME ABOVE OPERATING EXPENSES,		$353,156 03
Charges upon income accrued during the year:		
Interest on funded debt,	$60,000 00	
Interest and discount on unfunded debts and loans,	13,858 77	
Taxes, State and local, $69,743 70		
Taxes, commutation, 25,758 83		
	95,502 53	
Rentals of leased railways: Springfield & Eastern Street Railway,	31,500 00	
Other deductions from income: park expenses,	5,914 51	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		206,775 81
NET DIVISIBLE INCOME,		$146,380 22
Dividends declared (8 per cent),		156,672 00
Deficit for the year ending September 30, 1906,		$10,291 78
Amount of surplus September 30, 1905,		157,026 06
Credits to profit and loss account during the year:		
Adjustment of materials and supplies inventory,	$1,704 41	
Net operation of Springfield & Eastern Street Railway under lease for month of September, 1905,	1,577 54	
TOTAL CREDITS,		3,281 95
TOTAL SURPLUS SEPTEMBER 30, 1906,		$150,016 23
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$1,202,527 78
Receipts from carriage of mails,		2,464 62

Receipts from carriage of express and parcels,		$3,346 22
Receipts from carriage of freight,		1,268 81
Receipts from rentals of buildings and other property,		3,049 00
Receipts from advertising in cars,		3,927 48
Receipts from interest on deposits,		947 82
Other earnings from operation:		
Rent of equipment,		5,384 96
Miscellaneous,		2,292 67
GROSS EARNINGS FROM OPERATION,		$1,225,209 36

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks,		$31,248 49
General office expenses and supplies,		4,720 60
Legal expenses,		1,687 50
Insurance,		11,928 44
Other general expenses,		7,225 97
Maintenance of roadway and buildings:		
Repair of roadbed and track,		81,611 45
Repair of electric line construction,		18,364 49
Repair of buildings,		8,151 39
Maintenance of equipment:		
Repair of cars,		70,980 20
Repair of electric equipment of cars,		74,597 38
Repair of miscellaneous equipment,		21,524 26
Provender and stabling,		3,333 71
Transportation expenses:		
Cost of electric motive power, $152,962.16; less power sold, $58; net,		152,904 16
Wages and compensation of persons employed in conducting transportation,		289,133 83
Removal of snow and ice,		2,507 05
Damages for injuries to persons and property,		95,298 38
Rentals of buildings and other property,		654 53
TOTAL OPERATING EXPENSES,		$875,871 83

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (length, 29,313 feet),	$66,329 45	
New electric line construction (length, 22,950 feet),	8,353 43	
TOTAL ADDITIONS TO RAILWAY,		$74,682 88
Additions to equipment: additional cars,		10 05
Additions to land and buildings: additional land necessary for operation of railway,		1,500 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$76,192 93
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): property sold,		330 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$75,862 93

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$1,551,433 74	
Electric line construction, including poles, wiring, feeder lines, etc,	236,791 58	
Engineering and other expenses incident to construction,	1,110 00	
Other items of railway cost: block signals, $17,165.15; underground wires and conduits, $262,524.88,	279,690 03	
TOTAL COST OF RAILWAY OWNED,		$2,069,025 35
Cost of equipment:		
Cars and other rolling stock and electric equipment of same,	$645,474 34	
Other items of equipment: miscellaneous equipment,	16,469 90	
TOTAL COST OF EQUIPMENT OWNED,		661,944 24
Cost of land and buildings:		
Land necessary for operation of railway,	$390,984 30	
Electric power stations, including equipment,	737,769 41	
TOTAL COST OF LAND AND BUILDINGS OWNED,		1,128,753 71
TOTAL PERMANENT INVESTMENTS,		$3,859,723 30
Cash and current assets:		
Cash,	$28,193 94	
Bills and accounts receivable,	198,708 74	
Other cash and current assets:		
Prepaid accounts,	767 20	
Bank deposits, account coupons and dividends,	40,234 00	
TOTAL CASH AND CURRENT ASSETS,		267,903 88
Miscellaneous assets:		
Materials and supplies,	$66,262 48	
Other assets and property:		
Savings bank deposits,	8,650 00	
Paymaster's account,	238 33	
Suspense account,	55 23	
TOTAL MISCELLANEOUS ASSETS,		75,206 04
TOTAL,		$4,202,833 22

LIABILITIES.	CR.	
Capital stock,		$1,958,400 00
Funded debt,		1,500,000 00
Current liabilities:		
Loans and notes payable,	$302,000 00	
Audited vouchers and accounts,	176,344 84	
Salaries and wages,	238 33	
Dividends not called for,	1,344 00	

Current liabilities — *Concluded.*		
Matured interest coupons unpaid (including coupons due October 1),	$38,890 00	
Miscellaneous current liabilities: conductors' savings bank deposits,	8,650 00	
TOTAL CURRENT LIABILITIES,		$527,467 17
Accrued liabilities:		
Interest accrued and not yet due,	$2,361 26	
Taxes accrued and not yet due,	25,758 83	
Rentals accrued and not yet due,	7,841 66	
Miscellaneous accrued liabilities:		
Wages accrued,	2,484 61	
Street sprinkling,	1,833 35	
Insurance,	2,475 82	
TOTAL ACCRUED LIABILITIES,		42,755 53
Sinking and other special funds: accident and casualty fund,		24,194 29
Profit and loss balance (surplus),		150,016 23
TOTAL,		$4,202,833 22

CAPITAL STOCK.

Capital stock authorized by law,	$1,958,400 00	
Capital stock authorized by votes of company,	1,958,400 00	
Capital stock issued and outstanding,		$1,958,400 00
Number of shares issued and outstanding,	19,584	
Number of stockholders,	20	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	$813,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4	April 1, 1923,	$1,500,000 00	$60,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	24,103,073
Number carried per mile of main railway track operated,	199,477
Number of car miles run,	5,432,896
Average number of persons employed,	569

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	127	–	127	127	–
Open passenger cars,	135	–	135	–	–
Total,	262	–	262	127	818
Cars — Other Service.					
Box freight cars,	9	–	–	–	–
Platform freight cars,	4	9	–	–	–
Work cars,	–	1	–	–	–
Other cars,	1	–	–	–	–
Total,	14	10	–	–	–
Snow ploughs,	38	–	–	–	–

Miscellaneous Equipment.

Carts and snow sleds,	4
Other railway rolling stock: 1 walking plough, 1 headlight transfer car, 1 road roller,	3
Other highway vehicles: 1 tip cart, 1 buggy, 1 double wagon, 3 single express wagons, 3 tower wagons, 1 sleigh,	10
Horses,	7
Other items of equipment: 2 lathes, 1 wheel press, 1 upright drill, 1 boring mill, 1 field spool winder, 1 armature coil winder, 1 retaping machine, 1 automatic coil taping machine, 1 10-horse-power stationary motor, shafting, pulleys, etc.	

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Held under Lease or Contract.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	69.261	28.374	97.635
Length of second main track,	23.196	–	23.196
Total Length of Main Track,	92.457	28.374	120.831
Length of sidings, switches, etc.,	7.071	2.178	9.249
Total, Computed as Single Track,	99.528	30.552	130.080

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	4.891	11.982

Names of the several cities and towns in which the railways operated by the company are located: Springfield, West Springfield, Longmeadow, East Longmeadow, Agawam, Chicopee.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (4 in number), viz.:		
With New York, New Haven & Hartford Railroad at Boston Road,	1	1
With New York, New Haven & Hartford Railroad at Wilbraham Road,	1	1
With spur track, Chapman Valve Manufacturing Company, at Indian Orchard, used once a day for freight only,	1	2
With Ware River Branch, Boston & Albany Railroad, near Town House,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	5

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	104	1	48	1	152
Employees,	-	6	1	8	1	14
Other persons,	-	-	4	57	4	57
TOTALS,	-	110	6	113	6	223

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Timothy E. Byrnes, *Assistant to the President*, New Haven, Conn. William Skinner, *First Vice-President*, Holyoke, Mass. H. M. Kochersperger, *Second Vice-President*, New Haven,

Conn. Calvert Townley, *Third Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. H. W. Ely, *General Counsel*, Westfield, Mass. H. C. Page, *General Manager*, Springfield, Mass. George F. Reed, *Superintendent*, Springfield, Mass. F. S. Hunnewell, *Superintendent*, Palmer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Harris, Springfield, Mass. A. Willard Damon, Springfield, Mass. James J. Storrow, Boston, Mass. C. S. Mellen, New Haven, Conn. D. Newton Barney, Farmington, Conn. William Skinner, Holyoke, Mass. Charles F. Brooker, Ansonia, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
WILLIAM SKINNER,
A. WILLARD DAMON,
FREDERICK HARRIS,
Directors.
A. S. MAY,
Treasurer.
H. C. PAGE,
General Manager.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. NOV. 5, 1906. Then personally appeared the above-named C. S. Mellen and A. S. May, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HARRY A. FABIAN,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. NOV. 6, 1906. Then personally appeared the above-named Frederick Harris, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, F. H. HARRIS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. NOV. 6, 1906. Then personally appeared the above-named A. Willard Damon, William Skinner and H. C. Page, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, H. L. OSGOOD,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Springfield.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,		$31,500 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	$200 00	
Interest on funded debt,	16,500 00	
Interest and discount on unfunded debts and loans,	193 05	
TOTAL EXPENSES AND CHARGES UPON INCOME,		16,893 05
NET DIVISIBLE INCOME,		$14,606 95
Dividends declared (4 per cent),		14,800 00
Deficit for the year ending September 30, 1906,		$193 05
Amount of surplus September 30, 1905,		27,435 39
Credits to profit and loss account during the year: adjustment of material inventory,	$1,013 62	
Debits to profit and loss account during the year: adjustment of accounts prior to September 30, 1905, and worthless accounts charged off,	13,621 61	
NET AMOUNT CHARGED TO PROFIT AND LOSS,		12,607 99
TOTAL SURPLUS SEPTEMBER 30, 1906,		$14,634 35

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$475,782 27	
Electric line construction, including poles, wiring, feeder lines, etc.,	129,646 82	
Engineering and other expenses incident to construction,	13,099 48	
Other items of railway cost: right of way,	29,181 27	
TOTAL COST OF RAILWAY OWNED,		$647,709 84

Cost of equipment:		
Cars and other rolling stock,	$89,797 47	
Electric equipment of same,	20,643 82	
Other items of equipment,	8,696 14	
TOTAL COST OF EQUIPMENT OWNED,		$119,137 43
Cost of land and buildings:		
Land necessary for operation of railway,	$1,216 24	
Electric power stations, including equipment,	81,507 09	
Other buildings necessary for operation of railway,	8,833 80	
TOTAL COST OF LAND AND BUILDINGS OWNED,		91,557 13
Other permanent property: Forest Lake property,		28,614 91
TOTAL PERMANENT INVESTMENTS,		$887,019 31
Cash and current assets:		
Bills and accounts receivable,	$1,287 32	
Other cash and current assets: personal property,	1,289 17	
TOTAL CASH AND CURRENT ASSETS,		2,576 49
TOTAL,		$889,595 80

LIABILITIES.		CR
Capital stock,		$370,000 00
Funded debt,		330,000 00
Current liabilities:		
Loans and notes payable,	$35,233 32	
Audited vouchers and accounts,	139,728 13	
TOTAL CURRENT LIABILITIES,		174,961 45
Profit and loss balance (surplus),		14,634 35
TOTAL,		$889,595 80

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks (grading, etc., Brimfield extension),	$112,751 58	
New electric line construction,	114 43	
Other additions to railway: right of way,	23,042 40	
TOTAL ADDITIONS TO RAILWAY,		$135,908 41

CAPITAL STOCK.

Capital stock authorized by law,	$370,000 00	
Capital stock authorized by votes of company,	370,000 00	
Capital stock issued and outstanding,		$370,000 00
Number of shares issued and outstanding,	3,700	
Number of stockholders,	106	
Number of stockholders in Massachusetts,	90	
Amount of stock held in Massachusetts,	$202,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . .	Per Cent. 5	Jan. 1, 1922, .	$330,000 00	$16,500 00

RAILWAY OWNED.

Length of railway line, ...	28.374 miles.
Length of sidings, switches, etc., ...	2.178 "
Total, computed as single track, ...	30.552 "

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, ...	7.091 miles.

Names of the several cities and towns in which the railway owned by the company is located: Palmer, Monson, Ware and Wilbraham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY,

PALMER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Grosvenor, *President*, Palmer, Mass. E. G. Hastings, *Vice-President*, Palmer, Mass. Fred T. Ley, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Grosvenor, Palmer, Mass. E. G. Hastings, Palmer, Mass. E. G. Childs, Bondsville, Mass. Geo. C. Flynt, Monson, Mass. H. E. W. Clark, Palmer, Mass. H. M. Clark, Springfield, Mass. Fred T. Ley, Springfield, Mass. A. W. Paige, Bridgeport, Conn. A. J. Purinton, Fairmont, W. Va.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES F. GROSVENOR,
GEORGE C. FLYNT,
H. E. W. CLARK,
E. G. CHILDS,
E. G. HASTINGS,
HENRY M. CLARK,
FRED T. LEY,
Directors.

FRED T. LEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 6, 1906. Then personally appeared the above-named Chas. F. Grosvenor, Geo. C. Flynt, H. E. W. Clark, E. G. Childs, E. G. Hastings, Henry M. Clark and Fred T. Ley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, H. L. OSGOOD,
Justice of the Peace.

REPORT

OF THE

TAUNTON & BUZZARDS BAY STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MAY 16, 1906.

[The consolidation of this company with the New Bedford & Onset, approved June 11, 1906, took effect with respect to obligations assumed and property transferred as of May 16, 1906.]

GENERAL EXHIBIT FOR THE PERIOD.

Gross earnings from operation,			$12,690 24
Operating expenses,			18,654 35
GROSS DEFICIT ABOVE OPERATING EXPENSES,			$5,964 11
Charges upon income accrued during the period:			
Interest and discount on unfunded debts and loans,		$89 15	
Taxes, State and local,	$588 85		
Taxes, commutation,	392 17		
		981 02	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			1,070 17
Deficit for the period ending May 16, 1906,			$7,034 28
Amount of deficit September 30, 1905,			2,793 46
Credits to profit and loss account during the period: indebtedness cancelled,		$5,497 19	
Debits to profit and loss account during the period: bad debts,		51 12	
NET AMOUNT CREDITED TO PROFIT AND LOSS,			5,446 07
TOTAL DEFICIT MAY 16, 1906,			$4,381 67

EARNINGS FROM OPERATION.

Receipts from passengers carried,	$11,463 25
Receipts from carriage of express and parcels,	524 30
Receipts from advertising in cars,	94 59
Other earnings from operation: junk, etc.,	608 10
GROSS EARNINGS FROM OPERATION,	$12,690 24

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$524 50
General office expenses and supplies,		543 98
Legal expenses,		359 82
Insurance,		816 30
Other general expenses: miscellaneous (travelling, etc.),		113 17
Maintenance of roadway and buildings:		
Repair of roadbed and track,		280 89
Repair of electric line construction,		21 50
Repair of buildings,		6 75
Maintenance of equipment:		
Repair of cars,		68 26
Repair of electric equipment of cars,		200 33
Transportation expenses:		
Cost of electric motive power,		8,027 12
Wages and compensation of persons employed in conducting transportation,		5,674 75
Removal of snow and ice,		181 29
Damages for injuries to persons and property,		150 23
Tolls for trackage over other railways,		808 64
Rentals of buildings and other property,		583 30
Other transportation expenses: fuel for car barn and shop, etc.,		293 52
Total Operating Expenses,		$18,654 35
Property Accounts.		
Additions to railway:		
Reconstruction of tracks,	$773 27	
New electric line construction (reconstruction),	168 04	
Total Additions to Railway,		$941 31
Additions to equipment:		
Additional rolling stock (reconstruction),	$1,453 31	
Other additions to equipment: tools and signals,	36 30	
Total Additions to Equipment,		1,489 61
Total Additions to Property Accounts,		$2,430 92
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): eleven (11) cars with equipment,		17,500 00
Net Reduction from Property Accounts for the Year,		$15,069 08
General Balance Sheet May 16, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$174,555 61	
Electric line construction, including poles, wiring, feeder lines, etc.,	51,437 58	
Total Cost of Railway Owned,		$225,993 19

Cost of equipment:		
Cars and other rolling stock,	$37,379 82	
Electric equipment of same,	22,401 18	
Other items of equipment: tools, signals, etc.,	824 01	
TOTAL COST OF EQUIPMENT OWNED,		$60,605 01
Cost of land and buildings:		
Land necessary for operation of railway,	$1,000 00	
Other buildings necessary for operation of railway,	8,020 13	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,020 13
TOTAL PERMANENT INVESTMENTS,		$295,618 33
Profit and loss balance (deficit),		4,381 67
TOTAL,		$300,000 00

LIABILITIES.	CR.
Capital stock,	$150,000 00
Funded debt,	150,000 00
TOTAL,	$300,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$75,200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Period.
	Per Cent.			
First mortgage bonds of the Middleborough, Wareham & Buzzards Bay Street Railway Company,	5	Oct. 1, 1921,	$150,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the period,	242,245
Number carried per mile of main railway track operated,	8,429
Number of car miles run,	93,419
Average number of persons employed,	27

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.					
Box passenger cars,	6	–	6	6	20
Open passenger cars,	12	–	12	–	12
TOTAL,	18	–	18	6	32
CARS — OTHER SERVICE.					
Other cars,	–	1	–	–	–
Snow ploughs,	2	–	–	–	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	21.451	4.012	25.463
Length of second main track,	–	3.277	3.277
TOTAL LENGTH OF MAIN TRACK,	21.451	7.289	28.740
Length of sidings, switches, etc.,	.813	.188	1.001
TOTAL, COMPUTED AS SINGLE TRACK,	22.264	7.477	29.741

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line,	2.386	4.242
Length of second main track,	–	1.825
TOTAL LENGTH OF MAIN TRACK,	2.386	6.067

Names of the several cities and towns in which the railways operated by the company are located: Middleborough, Rochester, Wareham and Bourne.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, a spur track, just east of Wareham Narrows Bridge, Wareham, Mass., . . .	1	1
With New York, New Haven & Hartford Railroad, at Bourne Station, Bourne, Mass., ...	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS, ...	2	2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	1	-	-	-	1
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	-	-	-
TOTALS, ...	-	1	-	-	-	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON & BUZZARDS BAY STREET RAILWAY COMPANY,

TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John A. Arnold, *President*, Pawtucket, R. I. George H. Newhall, *Treasurer*, Providence, R. I. James W. Burke, *Clerk of Corporation and General Counsel*, Taunton, Mass. Arthur C. Ralph, *General Manager*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John A. Arnold, Pawtucket, R. I. George H. Newhall, Providence, R. I. Edward P. Metcalf, Providence, R. I. Charles A. Vialle, Boston, Mass. Frank C. Wood, East Boston, Mass. Charles F. Choate, Jr., Southborough, Mass. James W. Burke, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN A. ARNOLD,
GEO. H. NEWHALL,
JAMES W. BURKE,
EDWARD P. METCALF,
FRANK C. WOOD,
CHAS. A. VIALLE,
CHAS. F. CHOATE, JR.,
Directors.
GEO. H. NEWHALL,
Treasurer.
ARTHUR C. RALPH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 5, 1906. Then personally appeared the above-named John A. Arnold, George H. Newhall, Edward P. Metcalf, Frank C. Wood, Charles A. Vialle, Charles F. Choate, Jr., and Arthur C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JAMES W. BURKE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 5, 1906. Then personally appeared the above-named James W. Burke, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, J. F. BERRY,
Justice of the Peace.

REPORT

OF THE

TAUNTON & PAWTUCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$52,337 88
Operating expenses,		38,480 74
GROSS INCOME ABOVE OPERATING EXPENSES,		$13,857 14
Charges upon income accrued during the year:		
Interest on funded debt,	$10,000 00	
Interest and discount on unfunded debts and loans,	233 74	
Taxes, State and local,	$1,216 80	
Taxes, commutation,	348 76	
	1,565 56	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		11,799 30
Surplus for the year ending September 30, 1906,		$2,057 84
Amount of deficit September 30, 1905,		4,381 62
Debits to profit and loss account during the year: water consumed prior to September 30, 1905,		576 52
TOTAL DEFICIT SEPTEMBER 30, 1906,		$2,900 30
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$51,742 85
Receipts from advertising in cars,		330 00
Other earnings from operation: miscellaneous junk, etc.,		265 03
GROSS EARNINGS FROM OPERATION,		$52,337 88
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$686 00
General office expenses and supplies,		591 13
Legal expenses,		131 69
Insurance,		1,341 93
Other general expenses: miscellaneous,		297 29

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$1,818 83
Repair of electric line construction,		448 60
Repair of buildings,		14 51
Maintenance of equipment:		
Repair of cars,		601 00
Repair of electric equipment of cars,		640 10
Repair of miscellaneous equipment,		818 59
Transportation expenses:		
Cost of electric motive power,		13,194 43
Wages and compensation of persons employed in conducting transportation,		14,381 68
Removal of snow and ice,		53 91
Damages for injuries to persons and property,		501 75
Tolls for trackage over other railways,		1,593 69
Rentals of buildings and other property,		500 00
Other transportation expenses: advertising, etc.,		865 61
TOTAL OPERATING EXPENSES,		$38,480 74

PROPERTY ACCOUNTS.

Additions to railway:		
Reconstruction of tracks,	$84 52	
Reconstruction of new electric line,	95 06	
Other additions to railway: plans,	147 55	
TOTAL ADDITIONS TO RAILWAY,		$327 13
Additions to equipment:		
Additional rolling stock: reconstruction,	$1,292 21	
Other additions to equipment: tools, signals, etc.,	28 38	
TOTAL ADDITIONS TO EQUIPMENT,		1,320 59
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$1,647 72
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Six (6) cars, with equipment,	$13,500 00	
One (1) Franklin boiler,	1,500 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		15,000 00
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		$13,352 28

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$164,517 61	
Electric line construction, including poles, wiring, feeder lines, etc.,	28,788 81	
Other items of railway cost: plans,	147 55	
TOTAL COST OF RAILWAY OWNED,		$193,453 97

Cost of equipment:		
Cars and other rolling stock,	$42,235 66	
Electric equipment of same,	29,621 71	
Other items of equipment: tools, signals, etc.,	1,849 13	
TOTAL COST OF EQUIPMENT OWNED,		$73,706 50
Cost of land and buildings:		
Land necessary for operation of railway,	$1,500 00	
Electric power stations, including equipment,	29,940 41	
Other buildings necessary for operation of railway,	22,720 68	
TOTAL COST OF LAND AND BUILDINGS OWNED,		54,161 09
TOTAL PERMANENT INVESTMENTS,		$321,321 56
Cash and current assets:		
Cash,	$3,925 68	
Bills and accounts receivable,	2,373 32	
TOTAL CASH AND CURRENT ASSETS,		6,299 00
Miscellaneous assets:		
Materials and supplies,	$2,067 30	
Other assets and property: prepaid insurance, etc.,	1,830 20	
TOTAL MISCELLANEOUS ASSETS,		3,897 50
Profit and loss balance (deficit),		2,900 30
TOTAL,		$334,418 36

LIABILITIES.		CR.
Capital stock,		$100,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	$27,500 00	
Audited vouchers and accounts,	4,291 36	
Miscellaneous current liabilities: employees' deposits,	77 00	
TOTAL CURRENT LIABILITIES,		31,868 36
Accrued liabilities: interest accrued and not yet due,		2,550 00
TOTAL,		$334,418 36

CAPITAL STOCK.		
Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	$50,200 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds of the Bristol County Street Railway Company, .	5	Jan. 1, 1921, .	$200,000 00	$10,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,164,827
Number carried per mile of main railway track operated, .	66,101
Number of car miles run, ...	272,483
Average number of persons employed, ...	35

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars, ...	7	7	7	20
Open passenger cars, ...	8	8	-	18
Total, ...	15	15	7	38
Snow ploughs, ...	1	-	-	4

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line, ...	15.988	1.164	17.152
Length of second main track, ...	.470	-	.470
Total Length of Main Track, ...	16.458	1.164	17.622
Length of sidings, switches, etc., ...	1.439	-	1.439
Total, Computed as Single Track, . . .	17.897	1.164	19.061

Railway Located Outside of Public Ways.

Length of railway line, ...	1.641 miles.

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Rehoboth, Attleborough and Seekonk.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad at Oak Street, Taunton, ...	4	1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the board.)

Killed and Injured.	From Causes Beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	-	-	1	-	1
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	1	-	-	-	1
Totals, ...	-	1	-	1	-	2

Corporate Name and Address of the Company.

TAUNTON & PAWTUCKET STREET RAILWAY COMPANY,

Attleborough, Mass.

Names and Business Address of Principal Officers.

John A. Arnold, *President*, Pawtucket, R. I. George H. Newhall, *Treasurer*, Providence, R. I. James W. Burke, *Clerk of Corporation and General Counsel*, Attleborough, Mass. Arthur C. Ralph, *General Manager*, Taunton, Mass. Louis H. Cushing, *Superintendent*, Attleborough, Mass.

Names and Residence of Board of Directors.

John A. Arnold, Pawtucket, R. I. George H. Newhall, Providence, R. I. Frank C. Wood, East Boston, Mass. Charles A. Vialle, Boston, Mass. Edward P. Metcalf, Providence, R. I. Charles F. Choate, Jr., Southborough, Mass. James W. Burke, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN A. ARNOLD,
GEO. H. NEWHALL,
JAMES W. BURKE,
EDWARD P. METCALF,
FRANK C. WOOD,
CHAS. A. VIALLE,
CHAS. F. CHOATE, JR,
Directors.
GEO. H. NEWHALL,
Treasurer.
ARTHUR C. RALPH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 5, 1906. Then personally appeared the above-named John A. Arnold, George H. Newhall, Edward P. Metcalf, Frank C. Wood, Charles A. Vialle, Charles F. Choate, Jr., and Arthur C. Ralph, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JAMES W. BURKE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 5, 1906. Then personally appeared the above-named James W. Burke, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, J. F. BERRY,
Justice of the Peace.

REPORT

OF THE

TEMPLETON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$42,653 13
Operating expenses,		33,675 45
GROSS INCOME ABOVE OPERATING EXPENSES,		$8,977 68
Charges upon income accrued during the year:		
Interest on mortgage,	$7,750 00	
Interest and discount on unfunded debts and loans,	10,453 18	
Taxes, State and local, $306 50		
Taxes, commutation, 1,174 97		
	1,481 47	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		19,684 65
Deficit for the year ending September 30, 1906,		$10,706 97
Amount of deficit September 30, 1905,		47,294 71
TOTAL DEFICIT SEPTEMBER 30, 1906,		$58,001 68
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$39,498 64
Receipts from carriage of mails,		249 00
Receipts from carriage of express and parcels,		921 91
Receipts from carriage of freight,		1,528 95
Receipts from advertising in cars,		181 16
Other earnings from operation: miscellaneous,		273 47
GROSS EARNINGS FROM OPERATION,		$42,653 13
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$540 00
General office expenses and supplies,		138 79
Legal expenses,		173 47
Other general expenses: miscellaneous,		279 27

Maintenance of roadway and buildings:	
Repair of roadbed and track,	$1,971 97
Repair of electric line construction,	277 47
Maintenance of equipment:	
Repair of cars,	3,708 11
Repair of electric equipment of cars,	1,331 34
Transportation expenses:	
Cost of electric motive power,	12,160 63
Wages and compensation of persons employed in conducting transportation,	12,557 81
Removal of snow and ice,	148 48
Other transportation expenses: freight, $351.78; express, $36.33,	388 11
TOTAL OPERATING EXPENSES,	$33,675 45

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway: *	$391,768 98
Cash and current assets: cash,	4,496 21
Profit and loss balance (deficit),	58,001 68
TOTAL,	$454,266 87

LIABILITIES.		CR.
Capital stock,		$75,000 00
Current liabilities:		
Loans and notes payable,	$209,063 69	
Miscellaneous current liabilities:		
Mortgages,	155,000 00	
Interest unpaid,	15,203 18	
TOTAL CURRENT LIABILITIES,		379,266 87
TOTAL,		$454,266 87

CAPITAL STOCK.

Capital stock authorized by law,	$75,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock issued and outstanding,		$75,000 00
Number of shares issued and outstanding,	750	
Number of stockholders,	80	
Number of stockholders in Massachusetts,	80	
Amount of stock held in Massachusetts,	$75,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	801,731
Number carried per mile of main railway track operated,	44,857
Number of car miles run,	234,648
Average number of persons employed,	29

* No way of ascertaining items of cost of construction.

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	7	-	7	7	-
Open passenger cars,	8	-	8	-	-
Total,	15	-	15	7	30
Cars — Other Service.					
Box freight cars,	1	-	1	-	-
Platform freight cars,	-	1	-	-	-
Snow ploughs,	2	1	1	-	-

Railway Owned and Operated (by Electric Power).

Length of railway line,	17.873 miles.

Names of the several cities and towns in which the railways operated by the company are located: Templeton, Athol, Gardner and Phillipston.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Albany Railroad, at Templeton, Mass.,	1	1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes Beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-
Totals,	-	-	1	-	1	-

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TEMPLETON STREET RAILWAY COMPANY,

309 WASHINGTON STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. Adams, *President*, 311 Washington Street, Boston, Mass. M. A. McElroy, *Treasurer and Clerk of Corporation*, 309 Washington Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. Adams, Melrose, Mass. Frederick G. Roberts, Boston, Mass. Henry Boone, Boston, Mass. Charles A. Brooks, Melrose, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK G. ROBERTS,
HENRY BOONE,
CHARLES A. BROOKS,
Directors.
M. A. McELROY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1906. Then personally appeared the above-named M. A. McElroy, Fredk. G. Roberts, Henry Boone and Charles A. Brooks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHAS. H. ADAMS,
Notary Public.

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$396,092 99
Operating expenses,		269,247 77
GROSS INCOME ABOVE OPERATING EXPENSES,		$126,845 22
Charges upon income accrued during the year:		
Interest on funded debt,	$20,000 00	
Interest and discount on unfunded debts and loans,	5,680 19	
Taxes, State and local,	$23,450 92	
Taxes, commutation,	8,152 52	
	31,603 44	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		57,283 63
NET DIVISIBLE INCOME,		$69,561 59
Dividends declared (8 per cent),		72,000 00
Deficit for the year ending September 30, 1906,		$2,438 41
Amount of surplus September 30, 1905,		188,253 94
Debits to profit and loss account during the year:		
Building account,	$771 60	
Horse account,	5 00	
Car account,	250 00	
TOTAL DEBITS,		1,026 60
TOTAL SURPLUS SEPTEMBER 30, 1906,		$184,788 93

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$360,354 67
Receipts from carriage of mails,	420 17
Receipts from tolls for use of tracks by other companies,	28,005 26
Receipts from rentals of buildings and other property,	2,403 13
Receipts from advertising in cars,	1,440 00
Receipts from interest on deposits,	408 69
Other earnings from operation:	
Special receipts,	119 00
Miscellaneous receipts,	2,942 07
GROSS EARNINGS FROM OPERATION,	$396,092 99

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$8,879 91
General office expenses and supplies,		847 01
Legal expenses,		30 00
Insurance,		3,717 15
Other general expenses,		1,731 25
Engineering,		41 20
Maintenance of roadway and buildings:		
Repair of roadbed and track,		37,364 33
Repair of electric line construction,		3,102 59
Repair of buildings,		3,011 09
Maintenance of equipment:		
Repair of cars,		12,408 82
Repair of electric equipment of cars,		6,075 25
Repair of miscellaneous equipment,		316 83
Provender and stabling,		854 64
Transportation expenses:		
Cost of electric motive power, $40,223.81; less power sold, $3,201.69; net,		37,022 12
Wages and compensation of persons employed in conducting transportation,		115,890 47
Removal of snow and ice,		1,220 82
Damages for injuries to persons and property,		14,603 05
Rentals of buildings and other property,		10,118 63
Other transportation expenses,		12,012 61
Total Operating Expenses,		$269,247 77
Property Accounts.		
Additions to railway: extension of tracks,		$1,915 82
Additions to equipment: additional rolling stock,	$1,117 34	
Other additions to equipment:		
Registers,	240 00	
Tools and machinery,	877 76	
Total Additions to Equipment,		2,235 10
Additions to land and buildings:		
New electric power stations, including machinery, etc.,	$2,545 94	
Other new buildings necessary for operation of railway,	20,096 72	
Total Additions to Land and Buildings,		22,642 66
Total Additions to Property Accounts,		$26,793 58
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Buildings,	$771 60	
Horses,	140 00	
Car,	600 00	
Total Deductions from Property Accounts,		1,511 60
Net Addition to Property Accounts for the Year,		$25,281 98

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$655,863 38	
Electric line construction, including poles, wiring, feeder lines, etc.,	138,916 89	
TOTAL COST OF RAILWAY OWNED,		$794,780 27
Cost of equipment:		
Cars and other rolling stock,	$167,034 71	
Electric equipment of same,	82,455 22	
Other items of equipment:		
Horses, $600; registers, $1,980,	2,580 00	
Tools and machinery,	17,570 74	
TOTAL COST OF EQUIPMENT OWNED,		269,640 67
Cost of land and buildings:		
Land necessary for operation of railway,	$106,389 35	
Electric power stations, including equipment,	262,494 99	
Other buildings necessary for operation of railway,	135,041 13	
TOTAL COST OF LAND AND BUILDINGS OWNED,		503,925 47
TOTAL PERMANENT INVESTMENTS,		$1,568,346 41
Cash and current assets:		
Cash,	$14,913 76	
Bills and accounts receivable,	9,233 35	
Sinking and other special funds,	7,494 60	
Other cash and current assets: prepaid insurance, etc.,	3,576 24	
TOTAL CASH AND CURRENT ASSETS,		35,217 95
Miscellaneous assets: materials and supplies,		51,747 89
TOTAL,		$1,655,312 25

LIABILITIES.		CR.
Capital stock,		$900,000 00
Funded debt,		400,000 00
Current liabilities:		
Loans and notes payable,	$135,091 02	
Audited vouchers and accounts,	1,911 37	
Miscellaneous current liabilities: outstanding tickets,	2,139 93	
TOTAL CURRENT LIABILITIES,		139,142 32
Accrued liabilities: taxes accrued and not yet due,		31,381 00
Profit and loss balance (surplus),		184,788 93
TOTAL,		$1,655,312 25

Capital Stock.

Capital stock authorized by law,	$900,000 00	
Capital stock authorized by votes of company,	900,000 00	
Capital stock issued and outstanding,		$900,000 00
Number of shares issued and outstanding,	9,000	
Number of stockholders,	177	
Number of stockholders in Massachusetts,	161	
Amount of stock held in Massachusetts,	$510,400 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated mortgage bonds (may be registered),	5	Jan. 2, 1914,	$400,000 00	$20,000

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	7,353,494
Number carried per mile of main railway track operated,	253,245
Number of car miles run,	1,468,000
Average number of persons employed,	251

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	48	–	48	48	–
Open passenger cars,	66	–	66	–	–
Total,	114	–	114	48	185
Cars — Other Service.					
Mail cars,	1	–	–	–	–
Work cars,	4	1	–	–	–
Other cars,	3	–	–	–	–
Total,	8	1	–	–	–
Snow ploughs,	9	–	–	–	–

Miscellaneous Equipment.

Railway rolling stock: 1 sweeper,	1
Highway vehicles: 1 low gear, 2 road machines, 1 democrat wagon, 1 sleigh, 1 express wagon, 3 tower wagons, 1 buggy, 3 tip carts,	13
Horses,	4

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	24.496	.167	24.663
Length of second main track,	4.374	-	4.374
Total Length of Main Track,	28.870	.167	29.037
Length of sidings, switches, etc,	1.568	.026	1.594
Total, Computed as Single Track,	30.458	.193	30.631

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Fairhaven and Dartmouth.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (2 in number), viz.: With New York, New Haven & Hartford Railroad Company as follows: —		
At Weld Street, New Bedford, Taunton Division,	3	1
At Main Street, Fairhaven, Cape Cod Division,	2	1
Total Number of Tracks at Crossings,	5	2

Number of above crossings at which *frogs* are inserted in the tracks, . 2

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the board.)

Killed and Injured.	From Causes Beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	15	1	2	1	17
Employees,	-	-	-	1	-	1
Other persons,	-	4	1	1	1	5
Totals,	-	19	2	4	2	23

Corporate Name and Address of the Company.

UNION STREET RAILWAY COMPANY,

Corner Purchase and Williams streets, New Bedford, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Lot B. Bates, New Bedford, Mass. Thomas S. Hathaway, New Bedford, Mass. Edward T. Pierce, New Bedford, Mass. Walter P. Winsor, Fairhaven, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
LOT B. BATES,
CLARENCE A. COOK,
THOMAS B. TRIPP,
OLIVER PRESCOTT, JR.,
E. S. BROWN,
Directors.
ELTON S. WILDE,
Treasurer.
E. E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. NOV. 2, 1906. Then personally appeared the above-named Henry H. Crapo, Lot B. Bates, Clarence A. Cook and Thomas B. Tripp on November 1, 1906, and Oliver Prescott, Jr., E. S. Brown, Elton S. Wilde and E. E Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ISAAC W. PHELPS,
Justice of the Peace.

REPORT

OF THE

UXBRIDGE & BLACKSTONE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$28,028 50
Operating expenses,		14,414 87
GROSS INCOME ABOVE OPERATING EXPENSES,		$13,613 63
Charges upon income accrued during the year:		
Interest on funded debt,	$4,000 00	
Interest and discount on unfunded debts and loans,	3,930 00	
Taxes, State and local,	1,547 04	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		9,477 04
NET DIVISIBLE INCOME,		$4,136 59
Dividends declared (4 per cent),		3,240 00
Surplus for the year ending September 30, 1906,		$896 59
Amount of surplus September 30, 1905,		8,716 27
TOTAL SURPLUS SEPTEMBER 30, 1906,		$9,612 86
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$27,927 80
Receipts from advertising in cars,		100 70
GROSS EARNINGS FROM OPERATION,		$28,028 50
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$1,799 92
General office expenses and supplies,		104 18
Legal expenses,		50 00
Insurance,		302 75
Other general expenses: general unclassified items,		117 95
Maintenance of roadway and buildings:		
Repair of roadbed and track,		643 69
Repair of electric line construction,		15 55
Repair of buildings,		25 70

Maintenance of equipment:		
Repair of cars,		$411 12
Repair of electric equipment of cars,		129 14
Transportation expenses:		
Cost of electric motive power,		4,934 75
Wages and compensation of persons employed in conducting transportation,		5,816 59
Removal of snow and ice,		18 20
Other transportation expenses: general items,		45 33
TOTAL OPERATING EXPENSES,		$14,414 87

PROPERTY ACCOUNTS.

Additions to railway:		
Iron for new turnout (not yet placed),	$241 18	
New electric line construction,	1,473 80	
Other additions to railway:		
Investment interest,	16 50	
Engineering and legal expenses,	413 60	
Telephone construction,	84 22	
TOTAL ADDITIONS TO RAILWAY,		$2,229 30
Additions to equipment: electric equipment of cars,		24 09
Additions to land and buildings: new buildings necessary for operation of railway,		245 60
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$2,498 99

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$153,976 88	
Electric line construction, including poles, wiring, feeder lines, etc.,	25,829 55	
Interest accrued during construction of railway,	5,172 11	
Engineering and other expenses incident to construction,	17,157 18	
Other items of railway cost: telephone system,	353 66	
TOTAL COST OF RAILWAY OWNED,		$202,489 38
Cost of equipment:		
Cars and other rolling stock,	$13,911 57	
Electric equipment of same,	13,642 78	
Other items of equipment: office furniture,	183 50	
TOTAL COST OF EQUIPMENT OWNED,		27,737 85
Cost of land and buildings:		
Land necessary for operation of railway,	$9,351 00	
Electric power stations, including equipment,	330 31	
Other buildings necessary for operation of railway,	6,909 36	
TOTAL COST OF LAND AND BUILDINGS OWNED,		16,590 67
TOTAL PERMANENT INVESTMENTS,		$246,817 90

Cash and current assets:		
Cash,	$3,226 98	
Bills and accounts receivable,	560 44	
TOTAL CASH AND CURRENT ASSETS,		$3,787 42
TOTAL,		$250,605 32

LIABILITIES.	CR.	
Capital stock,		$81,000 00
Funded debt,		80,000 00
Current liabilities:		
Loans and notes payable,	$77,638 47	
Audited vouchers and accounts,	1,353 99	
TOTAL CURRENT LIABILITIES,		78,992 46
Accrued liabilities: interest accrued and not yet due,		1,000 00
Profit and loss balance (surplus),		9,612 86
TOTAL,		$250,605 32

CAPITAL STOCK.

Capital stock authorized by law,	$120,000 00	
Capital stock authorized by votes of company,	120,000 00	
Capital stock issued and outstanding,		$81,000 00
Number of shares issued and outstanding,	810	
Number of stockholders,	35	
Number of stockholders in Massachusetts,	33	
Amount of stock held in Massachusetts,	$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage lien to the Mercantile Trust Company, trustee, of Boston, Mass.,	5	Feb 2, 1923,	$80,000 00	$4,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	576,717
Number carried per mile of main railway track operated,	60,062
Number of car miles run,	134,910
Average number of persons employed,	10

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.						
Box passenger cars,	–	3	3	3	3	–
Open passenger cars,	6	–	6	6	–	–
Total,	6	3	9	9	3	12
Cars — Other Service.						
Work cars,	–	1	–	–	–	–
Snow ploughs,	1	–	–	–	–	2

Railway Owned and Operated (by Electric Power).

Length of railway line,	9.602 miles.
Length of sidings, switches, etc.,	.290 "
Total, computed as single track,	9.892 "

Railway Located Outside of Public Ways.

Length of railway line,	4.537 miles.

Names of the several cities and towns in which the railways operated by the company are located: Northbridge, Uxbridge and Blackstone.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, siding used by Blanchard Bros. Quarry Company, Main Street, Uxbridge,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

Corporate Name and Address of the Company.

UXBRIDGE & BLACKSTONE STREET RAILWAY COMPANY,

831 State Mutual Building, Worcester, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Theodore S. Johnson, *President*, Worcester, Mass. John E. Sayles, *Vice-President*, Uxbridge, Mass. Frank H. Viele, *Treasurer and Clerk of Corporation*, Worcester, Mass. Charles L. Rogers, *Superintendent*, Uxbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Theodore S. Johnson, Worcester, Mass. William H. Tyler, Worcester, Mass. Horace Wyman, Worcester, Mass. A. B. R. Sprague, Worcester, Mass. Frank H. Viele, Worcester, Mass. John E. Sayles, Uxbridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

T. S. JOHNSON,
WILLIAM H. TYLER,
HORACE WYMAN,
A. B. R. SPRAGUE,
FRANK H. VIELE,
JOHN E. SAYLES,
Directors.
FRANK H. VIELE,
Treasurer.
CHARLES L. ROGERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 22, 1906. Then personally appeared the above-named Theodore S. Johnson, William H. Tyler, Horace Wyman, A. B. R. Sprague, Frank H. Viele, John E. Sayles and Charles L. Rogers, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true,

Before me, WM. P. McPHERSON,
Justice of the Peace.

REPORT

OF THE

WALTHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Operated by the Newton under an agreement since December 1, 1905. Operated during October and November, 1905, by the company.]

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$10,739 24
Operating expenses,			7,448 36
GROSS INCOME ABOVE OPERATING EXPENSES,			$3,290 88
Charges upon income accrued during the year:			
Interest on funded debt,		$3,541 67	
Interest and discount on unfunded debts and loans,		84 77	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			3,626 44
Deficit for the year ending September 30, 1906,			$335 56
Amount of deficit September 30, 1905,			40,984 49
Credits to profit and loss account during the year:			
Accounts payable,		$28,469 98	
Notes payable,		132,000 00	
TOTAL CREDITS,		$160,469 98	
Debits to profit and loss account during the year:			
Roadbed and track,	$12,389 26		
General expenses during construction,	4,965 35		
Interest during construction,	23,225 79		
Engineering during construction,	29,800 90		
Cars,	6,919 95		
Office furniture,	128 74		
Land and buildings,	2,608 26		
Material,	9,447 24		
Accounts receivable,	30,000 00		
TOTAL DEBITS,		119,485 49	
NET AMOUNT CREDITED TO PROFIT AND LOSS,			40,984 49
TOTAL DEFICIT SEPTEMBER 30, 1906,			$335 56

Earnings from Operation.		
Receipts from passengers carried,		$4,897 39
Receipts from tolls for use of tracks by other companies,		4,166 67
Receipts from rentals of buildings and other property,		1,675 18
Gross Earnings from Operation,		$10,739 24
Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$425 00
General office expenses and supplies,		803 29
Insurance,		48 54
Transportation expenses:		
Rentals of buildings and other property,		150 00
Other transportation expenses: paid Newton Street Railway Company for operating as per agreement,		6,021 53
Total Operating Expenses,		$7,448 36
Property Accounts.		
Additions to equipment:		
Electric equipment for 3 cars,	$3,317 36	
Other additions to equipment: air brake equipment for 3 cars,	1,200 00	
Total Additions to Equipment,		$4,517 36
Total Additions to Property Accounts,		$4,517 36
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sold:		
Rails,	$2,446 18	
Poles,	396 00	
1 car body,	1,000 00	
Accounts reduced in value:		
Roadbed and track,	12,389 26	
General expenses during construction,	4,965 35	
Interest during construction,	23,225 79	
Engineering during construction,	29,800 90	
Cars,	6,919 95	
Office furniture,	128 74	
Land and buildings,	2,608 26	
Total Deduction from Property Accounts,		83,880 43
Net Deduction from Property Accounts for the Year,		$79,363 07
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$175,915 91	
Electric line construction, including poles, wiring, feeder lines, etc.,	16,400 69	
Total Cost of Railway Owned,		$192,316 60

Cost of equipment:		
Cars and other rolling stock,	$7,700 00	
Electric equipment of same,	3,317 36	
TOTAL COST OF EQUIPMENT OWNED,		$11,017 36
TOTAL PERMANENT INVESTMENTS,		$203,333 96
Cash and current assets: bills and accounts receivable,		6,500 00
Profit and loss balance (deficit),		335 56
TOTAL,		$210,169 52

LIABILITIES.		CR.
Capital stock,		$100,000 00
Funded debt,		100,000 00
Current liabilities:		
Loans and notes payable,	$8,500 00	
Audited vouchers and accounts,	2 85	
Matured interest coupons unpaid (including coupons due October 1),	1,666 67	
TOTAL CURRENT LIABILITIES,		10,169 52
TOTAL,		$210,169 52

CAPITAL STOCK.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	17	
Amount of stock held in Massachusetts,	$100,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Dec. 1, 1925,	$100,000 00	$2,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,*	99,504
Number carried per mile of main railway track operated,	8,325
Number of car miles run,	33,245

* Operated only during October and November, 1905, since which date operations are included in the Newton.

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Number of Motors.
Cars — Passenger Service.					
Open passenger cars, ...	3	2	5	3	6

Railway Owned.

Length of railway line, ...	5.594 miles.
Length of sidings, switches, etc., ...	.052 "
Total, computed as single track, ...	5.646 "

Railway Located Outside of Public Ways.

Length of railway line, ...	.064 mile.

Names of the several cities and towns in which the railways operated by the company are located: Waltham.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	-	-	-	-	-
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	1	-	1
Totals, ...	-	-	-	1	-	1

Corporate Name and Address of the Company.

WALTHAM STREET RAILWAY COMPANY,

Newtonville, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clarence F. French, *President*, 85 State Street, Boston, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. J. Colby Bassett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Colby Bassett, Cambridge, Mass. Clarence F. French, Waltham, Mass. Lawrence D. Ford, Beverly, Mass. Henry Endicott, Jr., Boston, Mass. Henry W. Palmer, Boston, Mass. Edward C. Ramsdell, Boston, Mass. Joshua D. Upton, North Reading, Mass. Clifford P. Warren, Boston, Mass. Kennard Winsor, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CLARENCE F. FRENCH,
EDWARD C. RAMSDELL,
CLIFFORD P. WARREN,
KENNARD WINSOR,
J. COLBY BASSETT,
Directors.
CHAS. W. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 5, 1906. Then personally appeared the above-named Clarence F. French, Edward C. Ramsdell, Clifford P. Warren, Kennard Winsor, J. Colby Bassett and Chas. W. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. M. COX,
Notary Public.

REPORT

OF THE

RECEIVER OF THE HAMPSHIRE & WORCESTER STREET RAILWAY

FOR THE PERIOD ENDING DECEMBER 2, 1905.

[Railway sold at receiver's sale and a new company formed called the Ware & Brookfield.]

GENERAL EXHIBIT FOR THE PERIOD.	
Gross earnings from operation,	$4,482 46
Operating expenses,	4,402 91
GROSS INCOME ABOVE OPERATING EXPENSES,	$79 55
Charges upon income accrued during the period: interest on receiver's certificate,	40 66
Surplus for the period ending December 2, 1905,	$38 89
Amount of deficit September 30, 1905,	1,912 33
TOTAL DEFICIT DECEMBER 2, 1905,	$1,873 44
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$4,457 80
Receipts from advertising in cars,	24 66
GROSS EARNINGS FROM OPERATION,	$4,482 46
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$265 00
General office expenses and supplies,	35 35
Legal expenses,	27 05
Insurance,	94 06
Maintenance of roadway and buildings: repair of roadbed and track,	426 11
Transportation expenses:	
Cost of electric motive power,	1,165 80
Wages and compensation of persons employed in conducting transportation,	2,389 54
TOTAL OPERATING EXPENSES,	$4,402 91

General Balance Sheet December 2, 1905.	
Assets.	Dr.
Cash and current assets: cash,	$126 56
Profit and loss balance (deficit),	1,873 44
Total,	$2,000 00
Liabilities.	Cr.
Miscellaneous current liabilities: receiver's certificates,	$2,000 00
Total,	$2,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the period,	73,302
Number of car miles run,	26,157
Average number of persons employed,	25

Railway Operated (by Electric Power).

Length of railway line,	11.710 miles.
Length of sidings, switches, etc.,	.410 "
Total, computed as single track,	12.120 "

Railway Located Outside of Public Ways.

Length of railway line,	2.597 miles.

Names of the several cities and towns in which the railways operated by the receiver are located: West Brookfield, Ware, New Braintree and Hardwick.

Corporate Name and Address of the Receiver.

GEORGE S. TAFT, RECEIVER OF THE HAMPSHIRE & WORCESTER STREET RAILWAY,

314 Main Street, Worcester, Mass.

Names and Business Address of Principal Officers.

George S. Taft, *Receiver*, 314 Main Street, Worcester, Mass. David E. Pepin, *Superintendent*, Ware, Mass.

I hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE S. TAFT,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 25, 1906. Then personally appeared the above-named George S. Taft, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, GEORGE R. STOBBS,
Justice of the Peace.

REPORT

OF THE

WARE & BROOKFIELD STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 30, 1906.

[Purchaser of the Hampshire & Worcester at receiver's sale. Operations from December 2, 1905.]

GENERAL EXHIBIT FOR THE PERIOD.		
Gross earnings from operation,		$23,142 01
Operating expenses,		21,258 01
GROSS INCOME ABOVE OPERATING EXPENSES,		$1,884 00
Charges upon income accrued during the year:		
Interest on funded debt,	$5,625 00	
Taxes, State and local,	522 40	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		6,147 40
TOTAL DEFICIT SEPTEMBER 30, 1906,		$4,263 40
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$22,634 21
Receipts from carriage of express and parcels,		156 16
Receipts from advertising in cars,		351 64
GROSS EARNINGS FROM OPERATION,		$23,142 01
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$350 00
General office expenses and supplies,		135 39
Insurance,		553 95
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,053 40
Repair of electric line construction,		74 81
Repair of buildings,		18 06
Maintenance of equipment:		
Repair of cars,		2,221 30
Repair of electric equipment of cars,		1,454 95

Transportation expenses:		
Cost of electric motive power,		$9,389 93
Wages and compensation of persons employed in conducting transportation,		5,736 47
Removal of snow and ice,		81 65
Damages for injuries to persons and property,		50 60
Other transportation expenses: miscellaneous transportation expense,		137 50
TOTAL OPERATING EXPENSES,		$21,258 01

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$121,502 00	
Electric line construction, including poles, wiring, feeder lines, etc.,	21,632 00	
Engineering and other expenses incident to construction,	5,744 99	
TOTAL COST OF RAILWAY OWNED,		$148,878 99
Cost of equipment:		
Cars and other rolling stock,	$17,765 00	
Electric equipment of same,	14,553 00	
TOTAL COST OF EQUIPMENT OWNED,		32,318 00
Cost of land and buildings:		
Land necessary for operation of railway,	$3,650 00	
Electric power stations, including equipment,	41,700 00	
Other buildings necessary for operation of railway,	6,400 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		51,750 00
TOTAL PERMANENT INVESTMENTS,		$232,946 99
Cash and current assets:		
Cash,		3,212 02
Miscellaneous assets: materials and supplies,	$3,845 02	
Other assets and property: office furniture,	150 00	
TOTAL MISCELLANEOUS ASSETS,		3,995 02
Profit and loss balance (deficit),		4,263 40
TOTAL,		$244,417 43

LIABILITIES.	CR.	
Capital stock,		$100,000 00
Funded debt,		135,000 00
Current liabilities:		
Audited vouchers and accounts,	$3,792 43	
Matured interest coupons unpaid (including coupons due October 1),	5,625 00	
TOTAL CURRENT LIABILITIES,		9,417 43
TOTAL,		$244,417 43

Capital Stock.

Capital stock authorized by law,	$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	$100,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds of the Hampshire & Worcester Street Railway Company,	5	Dec. 1, 1921,	$135,000 00	-

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	412,590
Number carried per mile of main railway track operated,	35,234
Number of car miles run,	123,268
Average number of persons employed,	25

Commenced operation December 2, 1905.

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	4	4	4	8
Open passenger cars,	8	-	-	20
Total,	12	4	4	28

Miscellaneous Equipment.

Highway vehicles: overhead construction towers,	2

Railway Owned and Operated (by Electric Power).

Length of railway line,	11.710 miles.
Length of sidings, switches, etc.,	.410 "
Total, computed as single track,	12.120 "

Railway Located Outside of Public Ways.

Length of railway line,	2,597 feet.

Names of the several cities and towns in which the railways operated by the company are located: West Brookfield, Ware, New Braintree and Hardwick.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Maine Railroad (Central Massachusetts Division) siding at Otis Company's mills, used for freight only,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	2	-	2
Other persons,	-	-	-	2	-	2
Totals,	-	-	-	4	-	4

Corporate Name and Address of the Company.

WARE & BROOKFIELD STREET RAILWAY COMPANY,

Ware, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles N. Barnard, *President*, Somerville, Mass. Edward W. Gilbert, *Treasurer*, Cohasset, Mass. Theodore W. Barnard, *Clerk of Corporation*, Cambridge, Mass. Charles F. Choate, Jr., *General Counsel*, Boston, Mass. David E. Pepin, *Superintendent*, Ware, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles N. Barnard, Somerville, Mass. Edward W. Gilbert, Cohasset, Mass. Hubert M. Coney, Ware, Mass. Theodore W. Barnard, Cambridge, Mass. George A. Chaffin, Malden, Mass. Percy B. S. Thayer, Somerville, Mass. James F. Preston, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES N. BARNARD,
EDWARD W. GILBERT,
GEORGE A. CHAFFIN,
JAMES F. PRESTON,
THEODORE W. BARNARD,
PERCY B. S. THAYER,
HUBERT M. CONEY,
Directors.

EDWARD W. GILBERT,
Treasurer.

DAVID E. PEPIN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 14, 1906. Then personally appeared the above-named Charles N. Barnard, Edward W. Gilbert, George A. Chaffin, James F. Preston and Theodore W. Barnard, and on the fifteenth day of said November personally appeared the above-named Percy B. S. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ROBERT LEVI,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. NOV. 17, 1906. Then personally appeared the above-named Hubert M. Coney and David E. Pepin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALMER F. RICHARDSON,
Justice of the Peace.

REPORT

OF THE

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$65,741 45
Operating expenses,		41,018 03
GROSS INCOME ABOVE OPERATING EXPENSES,		$24,723 42
Charges upon income accrued during the year:		
Interest on funded debt,	$6,250 00	
Interest and discount on unfunded debts and loans,	3,146 92	
Taxes, State and local, $1,804 12		
Taxes, commutation, 654 31		
	2,458 43	
Payments to sinking and other special funds: reserve for depreciation,	2,000 00	
Other deductions from income: amusements,	2,306 27	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		16,161 62
Surplus for the year ending September 30, 1906,		$8,561 80
Amount of surplus September 30, 1905,		28,552 49
		$37,114 29
Debits to profit and loss account during the year: old accidents,		5,000 00
TOTAL SURPLUS SEPTEMBER 30, 1906,		$32,114 29

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$65,431 49
Receipts from advertising in cars,	210 00
Other earnings from operation: carrying papers,	99 96
GROSS EARNINGS FROM OPERATION,	$65,741 45

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$2,802 00
General office expenses and supplies,		1,200 73
Insurance,		1,080 00
Maintenance of roadway and buildings:		
Repair of roadbed and track,		4,066 19
Repair of electric line construction,		572 78
Repair of buildings,		56 04
Maintenance of equipment:		
Repair of cars,		1,364 98
Repair of electric equipment of cars,		1,009 54
Transportation expenses:		
Cost of electric motive power,		11,237 66
Wages and compensation of persons employed in conducting transportation,		15,646 10
Removal of snow and ice,		190 47
Damages for injuries to persons and property,		1,594 54
Other transportation expenses,		197 00
Total Operating Expenses,		$41,018 03
Property Accounts.		
Additions to railway: expense of state highway construction,		$1,198 42
General Balance Sheet September 30, 1906.		
Assets.	**Dr.**	
Cost of railway:		
Roadbed and tracks,	$204,404 97	
Electric line construction, including poles, wiring, feeder lines, etc.,	46,735 88	
Engineering and other expenses incident to construction,	6,039 94	
Total Cost of Railway Owned,		$257,180 79
Cost of equipment:		
Cars and other rolling stock,	$21,028 29	
Electric equipment of same,	14,795 20	
Other items of equipment: snow ploughs, heaters, registers, etc.,	4,902 83	
Total Cost of Equipment Owned,		40,726 32
Cost of land and buildings:		
Land necessary for operation of railway,	$15,053 46	
Electric power stations, including equipment,	51,035 76	
Total Cost of Land and Buildings Owned,		66,089 22
Total Permanent Investments,		$363,996 33
Cash and current assets:		
Cash,	$1,398 05	
Bills and accounts receivable,	988 50	
Sinking and other special funds,	8,770 00	

Cash and current assets — *Concluded.*		
Other cash and current assets:		
Prepaid insurance,	$967 93	
Prepaid interest,	295 14	
TOTAL CASH AND CURRENT ASSETS,		$12,419 62
Miscellaneous assets: materials and supplies,		1,396 70
TOTAL,		$377,812 65

LIABILITIES.	CR.	
Capital stock,		$150,000 00
Funded debt,		125,000 00
Current liabilities:		
Loans and notes payable,	$50,800 00	
Audited vouchers and accounts,	1,634 60	
Matured interest coupons unpaid (including coupons due October 1),	2,604 17	
TOTAL CURRENT LIABILITIES,		55,038 77
Accrued liabilities: taxes accrued and not yet due,		889 59
Sinking and other special funds: sinking fund,	$8,770 00	
Reserve for depreciation,	6,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		14,770 00
Profit and loss balance (surplus),		32,114 29
TOTAL,		$377,812 65

CAPITAL STOCK.

Capital stock authorized by law,	$220,000 00	
Capital stock authorized by votes of company,	220,000 00	
Capital stock issued and outstanding,		$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	$145,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	Nov. 1, 1916,	$125,000 00	$6,250 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1905, of sinking fund,	$8,770 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1906,	$8,770 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,110,083
Number carried per mile of main railway track operated,	56,617
Number of car miles run,	372,618
Average number of persons employed,	36

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	7	-	7	7	-
Open passenger cars,	10	-	10	-	-
Total,	17	-	17	7	32
Cars — Other Service.					
Work cars,	1	1	-	-	-
Snow ploughs,	2	-	-	-	-

Miscellaneous Equipment.

Highway vehicles: tower wagon,	1

Railway Owned and Operated (by Electric Power).

Length of railway line,	19.607 miles.
Length of sidings, switches, etc.,	.491 "
Total, computed as single track,	20.098 "

Railway Located Outside of Public Ways.

Length of railway line,	.075 mile.

Names of the several cities and towns in which the railways operated by the company are located: Warren, West Warren, Brookfield, West Brookfield, North Brookfield and Spencer.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With Boston & Albany Railroad, Main Street, East Brookfield, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	3	-	1	-	4
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	2	-	1	-	3
TOTALS, ...	-	5	-	2	-	7

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,

BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. Ewen R. McPherson, *Vice-President*, Boston, Mass. Augustus Nickerson, *Treasurer and Clerk of Corporation*, Boston, Mass. Henry Clark, *Superintendent*, Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Ewen R. McPherson, Cambridge, Mass. Robert Redford, Lawrence, Mass. N. Sumner Myrick, Canton, Mass. Alonzo G. Van Nostrand, Boston, Mass. James E. Hall, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEXANDER B. BRUCE,
ROBERT REDFORD,
N. SUMNER MYRICK,
EWEN R. McPHERSON,
Directors.
AUGUSTUS NICKERSON,
Treasurer.
HENRY CLARK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 29, 1906. Then personally appeared the above-named Alexander B. Bruce, Robert Redford, N. Sumner Myrick, Ewen R. McPherson and Henry Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, AUGUSTUS NICKERSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. OCT. 29, 1906. Then personally appeared the above-named Augustus Nickerson, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, N. SUMNER MYRICK,
Justice of the Peace.

REPORT

OF THE

WEBSTER & DUDLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Consolidated Railway Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,		$14,500 00
Expenses and charges upon income accrued during the year:		
Interest on funded debt,	$1,500 00	
Other expenses and charges upon income: rental of Worcester & Webster Street Railway,	10,500 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		12,000 00
NET DIVISIBLE INCOME,		$2,500 00
Dividends declared (5 per cent),		$2,500 00
Amount of deficit September 30, 1905,		$22,860 08
TOTAL DEFICIT SEPTEMBER 30, 1906,		$22,860 08

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$63,153 44	
Grading, etc., Beacon Park,	1,033 78	
Telephone and block signal system,	403 62	
Other items of railway cost: transmission line and sub-station,	72,419 57	
TOTAL COST OF RAILWAY OWNED,		$137,010 41
Cost of equipment: cars and other rolling stock and electric equipment of same,		12,968 91
Cost of land and buildings:		
Land necessary for operation of railway,	$1,047 00	
Electric power stations, including equipment,	3,696 02	
Other buildings necessary for operation of railway,	3,329 84	
TOTAL COST OF LAND AND BUILDINGS OWNED,		8,072 86
TOTAL PERMANENT INVESTMENTS,		$158,052 18
Profit and loss balance (deficit),		22,860 08
TOTAL,		$180,912 26

Liabilities.	Cr.
Capital stock,	$50,000 00
Funded debt,	30,000 00
Contingent liabilities: The Consolidated Railway Company, for payment of floating debt and amounts expended in construction,	100,912 26
Total,	$180,912 26

Property Accounts.

Additions to land and buildings: new electric power stations, including machinery, etc.,	$307 10

Capital Stock.

Capital stock authorized by law,	$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	$200 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Nov. 1, 1919,	$30,000 00	$1,500 00

Railway Owned.

Length of railway line,	5.650 miles.
Length of sidings, switches, etc.,	.187 "
Total computed as single track,	5.837 "

Railway Owned and Located Outside of Public Ways.

Length of railway line,	.870 mile.

Names of the several cities and towns in which the railway owned by the company is located: Webster.

Corporate Name and Address of the Company.

WEBSTER & DUDLEY STREET RAILWAY COMPANY,

Webster, Mass.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. T. E. Byrnes, *Vice-President*, New Haven, Conn. Augustus S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. Samuel Anderson, *General Manager*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Timothy E. Byrnes, New Haven, Conn. Fayette S. Curtis, Boston, Mass. William Skinner, Holyoke, Mass. Charles S. Mellen, New Haven, Conn. Edwin Milner, Moosup, Conn. Robert W. Taft, Providence, R. I. E. H. McHenry, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. H. M. Kochersperger, New Haven, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
E. H. McHENRY,
CHAS. F. BROOKER,
WILLIAM SKINNER,
ROBT. W. TAFT,
EDWIN MILNER,
Directors.
A. S. MAY,
Treasurer.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. NOV. 7, 1906. Then personally appeared E. H. McHenry and A. S. May, treasurer, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR E. CLARK,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 9, 1906. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes, Chas. F. Brooker, William Skinner, Robt. W. Taft and Edwin Milner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK A. FARNHAM,
Justice of the Peace.

REPORT

OF THE

WEBSTER & DUDLEY STREET RAILWAY AND WORCESTER & WEBSTER STREET RAILWAY

(THE CONSOLIDATED RAILWAY COMPANY, LESSEE)

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,		$79,345 96
Operating expenses,		56,046 05
NET EARNINGS FROM OPERATION,		$23,299 91
Miscellaneous income: park earnings,		3,047 22
GROSS INCOME ABOVE OPERATING EXPENSES,		$26,347 13
Charges upon income accrued during the year:		
Rentals of leased railways: Worcester & Webster and Webster & Dudley Street Railways,	$14,500 00	
Other deductions from income: park expenses,	4,934 58	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		19,434 58
TOTAL SURPLUS SEPTEMBER 30, 1906,		$6,912 55

EARNINGS FROM OPERATION.

Receipts from passengers carried,	$77,884 49
Receipts from carriage of mails,	184 04
Receipts from rental of buildings and other property,	34 22
Receipts from advertising in cars,	279 79
Other earnings from operation: rent of equipment, etc.,	963 42
GROSS EARNINGS FROM OPERATION,	$79,345 96

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	$2,027 66
General office expenses and supplies,	500 15
Legal expenses,	318 88
Insurance,	621 78
Other general expenses: miscellaneous,	967 84

Maintenance of roadway and buildings:	
Repair of roadbed and track,	$8,109 56
Repair of electric line construction,	4,988 31
Repair of buildings,	691 66
Maintenance of equipment:	
Repair of cars,	7,369 97
Repair of electric equipment of cars,	3,508 54
Repair of miscellaneous equipment,	744 64
Transportation expenses:	
Cost of electric motive power: $5,205.20; less power sold, $123 05; net,	5,082 15
Wages and compensation of persons employed in conducting transportation,	18,188 58
Removal of snow and ice,	234 82
Damages for injuries to persons and property,	1,876 64
Tolls for trackage over other railways,	69 17
Rentals of buildings and other property,	745 70
TOTAL OPERATING EXPENSES,	$56,046 05

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,478,695
Number carried per mile of main railway track operated,	66,069
Number of car miles run,	335,624
Average number of persons employed,	70

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
CARS — PASSENGER SERVICE.					
Box passenger cars,	9	–	9	9	32
Open passenger cars,	14	–	14	–	40
TOTAL,	23	–	23	9	72
CARS — OTHER SERVICE.					
Work cars,	1	1	–	–	2
Snow ploughs,	3	–	–	–	4

MISCELLANEOUS EQUIPMENT.

Items of equipment:	
Tower wagon,	1
Road machine,	1

RAILWAY LEASED AND OPERATED (BY ELECTRIC POWER).

RAILWAY LEASED, ETC.	Held under Lease or Contract.	Trackage over Other Railways.	Total Operated.
	Miles.	Miles.	Miles.
Length of railway line,	20.811	1.570	22.381
Length of sidings, switches, etc.,	.831	–	–
TOTAL, COMPUTED AS SINGLE TRACK,	21.642	1.570	22.381

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.514 miles.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Auburn, Oxford, Webster.

GENERAL REMARKS AND EXPLANATIONS.

This report is of Worcester & Webster Street Railway Company and of Webster & Dudley Street Railway Company, both of which are operated under lease by The Consolidated Railway Company.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	–	4	–	11	–	15
Employees,	–	–	–	–	–	–
Other persons,	–	–	–	2	–	2
TOTALS,	–	4	–	13	–	17

CORPORATE NAME AND ADDRESS OF THE LESSEE COMPANY.

THE CONSOLIDATED RAILWAY COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. T. E Byrnes, *Assistant to the President*, New Haven, Conn. Calvert Townley, *First Vice-President*, New Haven, Conn. H. M Kockersperger, *Second Vice-President*, New Haven, Conn. J. G. Parker, *Secretary*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. T. F. Paradise, *Assistant Treasurer*, New Haven, Conn.

C. L. Campbell, *Auditor*, Hartford, Conn. J. K. Punderford, *General Manager*, New Haven, Conn. E. G. Buckland, *General Counsel*, New Haven, Conn. Samuel Anderson, *Manager*, Webster, Mass. J. B. Potter, *Division Superintendent*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George J. Brush, New Haven, Conn. Edwin Milner, Moosup, Conn. Charles F. Brooker, Ansonia, Conn. C. S. Mellen, New Haven, Conn. James S. Hemingway, New Haven, Conn. Edward D. Robbins, Hartford, Conn. Arthur D. Osborne, New Haven, Conn. Frank W. Cheney, South Manchester, Conn. I. De Ver Warner, Bridgeport, Conn. D. Newton Barney, Farmington, Conn. William Skinner, Holyoke, Mass. James S. Elton, Waterbury, Conn. Robert W. Taft, Providence, R. I. John H. Whittemore, Naugatuck, Conn. George M. Miller, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
E. D. ROBBINS,
JAMES S. HEMINGWAY,
I. DE VER WARNER,
F. W. CHENEY,
CHARLES F. BROOKER,
WILLIAM SKINNER,
J. H. WHITTEMORE,
JAMES S. ELTON,
EDWIN MILNER,
Directors.
A. S. MAY,
Treasurer.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN ss. NOV. 7, 1906. Then personally appeared the above-named E. D. Robbins and A. S. May, Treasurer, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ARTHUR G. CLARK,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 9, 1906. Then personally appeared the above-named C. S. Mellen, James S. Hemingway, I. De Ver Warner, F. W. Cheney, Chas. F. Brooker, William Skinner, J. H. Whittemore, James S. Elton and Edwin Milner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK A. FARNHAM.
Justice of the Peace.

REPORT

OF THE

WESTBOROUGH & HOPKINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$13,053 27
Operating expenses,		11,670 35
GROSS INCOME ABOVE OPERATING EXPENSES,		$1,382 92
Charges upon income accrued during the year:		
Interest on funded debt,	$2,000 00	
Interest and discount on unfunded debts and loans,	120 00	
Taxes, State and local, $43 14		
Taxes, commutation, 121 80		
	164 94	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		2,284 94
Deficit for the year ending September 30, 1906,		$902 02
Amount of deficit September 30, 1905,		3,265 89
TOTAL DEFICIT SEPTEMBER 30, 1906,		$4,167 91
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$12,465 29
Receipts from carriage of mails,		497 28
Receipts from rentals of buildings and other property,		80 70
Receipts from advertising in cars,		10 00
GROSS EARNINGS FROM OPERATION,		$13,053 27
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$25 00
General office expenses and supplies,		79 14
Legal expenses,		62 35
Insurance,		8 77

Maintenance of roadway and buildings:	
Repair of roadbed and track,	$202 82
Repair of electric line construction,	216 04
Maintenance of equipment:	
Repair of cars,	474 64
Repair of electric equipment of cars,	473 69
Provender and stabling,	1 75
Transportation expenses:	
Cost of electric motive power,	5,828 10
Wages and compensation of persons employed in conducting transportation,	3,497 75
Removal of snow and ice,	227 44
Damages for injuries to persons and property,	560 86
Rentals of buildings and other property,	12 00
TOTAL OPERATING EXPENSES,	$11,670 35

PROPERTY ACCOUNTS.

Additions to equipment: shop tools and machinery,	$22 68

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$66,240 84	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,167 46	
Interest accrued during construction of railway,	639 12	
Engineering and other expenses incident to construction,	3,868 03	
TOTAL COST OF RAILWAY OWNED,		$84,915 45
Cost of equipment: shop tools and machinery,		82 68
Cost of land and buildings: land necessary for operation of railway,		200 00
Other permanent property: conductors' safe,		60 00
TOTAL PERMANENT INVESTMENTS,		$85,258 13
Cash and current assets: bills and accounts receivable,		838 49
Profit and loss balance (deficit),		4,167 91
TOTAL,		$90,264 53

LIABILITIES.	CR.	
Capital stock,		$40,000 00
Funded debt,		40,000 00
Current liabilities:		
Loans and notes payable,	$8,224 36	
Audited vouchers and accounts,	1,198 43	
Salaries and wages,	8 41	
TOTAL CURRENT LIABILITIES,		9,431 20
Accrued liabilities: interest accrued and not yet due,		833 33
TOTAL,		$90,264 53

Capital Stock.

Capital stock authorized by law,	$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock issued and outstanding,		$40,000 00
Number of shares issued and outstanding,	400	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	$40,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Nov. 1, 1922,	$40,000 00	$2,000 00

Volume of Traffic, etc

Number of passengers paying revenue carried during the year,	255,493
Number carried per mile of main railway track operated,	40,115
Number of car miles run,	79,185
Average number of persons employed,	5

Railway Owned and Operated (by Electric Power).

Length of railway line,	6.369 miles.
Length of sidings, switches, etc.,	.062 "
Total, computed as single track,	6.431 "

Railway Located Outside of Public Ways.

Length of railway line,	.101 mile.
Length of second main track,	.062 "
Total length of main track,	.163 "

Names of the several cities and towns in which the railways operated by the company are located: Hopkinton and Westborough.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.:— With Milford & Woonsocket Railroad leased to New York, New Haven & Hartford Railroad,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	2	-	5	-	7
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	-	-	-
TOTALS, ...	-	2	-	5	-	7

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTBOROUGH & HOPKINTON STREET RAILWAY COMPANY,

NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Matthew C. Brush, *Vice-President and General Manager*, Newtonville, Mass. Charles W. Smith, *Treasurer*, Newtonville, Mass. Frank W. Remick, *Clerk of Corporation*, West Newton, Mass. John B. Strongman, *Auditor*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Claflin, Newton Centre, Mass. William F. Hammett, Newton, Mass. Sydney Harwood, Newton, Mass. Frank W. Remick, West Newton, Mass. James L. Richards, Newtonville, Mass. Charles W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
WILLIAM F. HAMMETT,
CHAS. W. SMITH,
J. L. RICHARDS,
SYDNEY HARWOOD,
ALDEN E. VILES,
Directors.
CHAS. W. SMITH,
Treasurer.
MATTHEW C. BRUSH,
Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. NOV. 6, 1906. Then personally appeared the above-named Adams D. Claflin, William F. Hammett, Chas. W. Smith, J. L. Richards, Sydney Harwood, Alden E. Viles and Matthew C. Brush, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEO. M. COX,
Notary Public.

REPORT

OF THE

WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway for expenses of organization,		$7,500 00
Income from other sources:		
Amount of dividends paid under lease directly to stockholders of the West End Street Railway Company by the Boston Elevated Railway Company,	$1,190,247 50	
Interest, $58 12; increased allowance for expenses of organization, $1,000,	1,058 12	
		1,191,305 62
GROSS INCOME,		$1,198,805 62
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,		8,050 15
NET DIVISIBLE INCOME,		$1,190,755 47
Dividends:		
7 per cent on $9,689,250, common, paid by Boston Elevated Railway Company,	$678,247 50	
8 per cent on $6,400,000, preferred, paid by Boston Elevated Railway Company,	512,000 00	
TOTAL DIVIDENDS,		1,190,247 50
Surplus for the year ending September 30, 1906,		$507 97
Amount of surplus September 30, 1905,		860,577 46
TOTAL SURPLUS SEPTEMBER 30, 1906,		$861,085 43

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$8,282,760 77	
Electric line construction, including poles, wiring, feeder lines, etc.,	2,926,143 31	
Engineering and other expenses incident to construction,	175,712 54	
TOTAL COST OF RAILWAY OWNED,		$11,384,616 62

Cost of equipment:		
Cars and other rolling stock,	$4,516,887 14	
Electric equipment of same,	3,683,868 91	
Other items of equipment: horses, tools, furniture, etc.,	361,678 88	
TOTAL COST OF EQUIPMENT OWNED,		$8,562,434 93
Cost of land and buildings:		
Land necessary for operation of railway,	$2,910,597 37	
Electric power stations, including equipment,	4,745,731 03	
Other buildings necessary for operation of railway,	3,773,143 17	
TOTAL COST OF LAND AND BUILDINGS OWNED,		11,429,471 57
Other permanent property: subway equipment,		276,764 30
TOTAL PERMANENT INVESTMENTS,		$31,653,287 42
Cash and current assets:		
Cash,	$5,393 51	
Bills and accounts receivable,	55,681 69	
Special funds for redemption of matured bonds,	8,000 00	
TOTAL CASH AND CURRENT ASSETS,		69,075 20
Miscellaneous assets: Boston Elevated Railway Company, lease account,		1,207,201 98
TOTAL,		$32,929,564 60

LIABILITIES.	CR.
Capital stock, common,	$9,689,250 00
Capital stock, preferred,	6,400,000 00
TOTAL CAPITAL STOCK,	$16,089,250 00
Funded debt,	15,975,000 00
Current liabilities: accrued dividend on 3,000 shares common stock (issued August, 1904) to be paid to Boston Elevated Railway Company when authorized so to do by the Board of Railroad Commissioners,	4,229 17
Profit and loss balance (surplus),	861,085 43
TOTAL,	$32,929,564 60

CAPITAL STOCK.

Capital stock authorized by law, common,	$9,689,250 00
Capital stock authorized by law, preferred,	6,400,000 00
Total capital stock authorized by law,	$16,089,250 00
Capital stock authorized by votes of company, common,	9,689,250 00
Capital stock authorized by votes of company, preferred,	6,400,000 00
Total capital stock authorized by vote,	$16,089,250 00

Capital stock issued and outstanding, common,			$9,689,250 00
Capital stock issued and outstanding, preferred,			6,400,000 00
Total capital stock outstanding,			$16,089,250 00
Number of shares issued and outstanding, common,	193,785		
Number of shares issued and outstanding, preferred,	128,000		
Total number of shares outstanding,		321,785	
Number of stockholders, common,	4,471		
Number of stockholders, preferred,	3,738		
Total number of stockholders,		8,209	
Number of stockholders in Massachusetts, common,	3,936		
Number of stockholders in Massachusetts, preferred,	3,228		
Total stockholders in Massachusetts,		7,164	
Amount of stock held in Massachusetts, common,		$8,692,400 00	
Amount of stock held in Massachusetts, preferred,		5,760,750 00	
Total stock held in Massachusetts,		$14,453,150 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Charles River Street Railway Company, matured,*	5	April 1, 1904,	$6,000 00	-
West End Street Railway Company, matured,	4	Nov. 1, 1902,	2,000 00	-
Boston Consolidated Street Railway Company,	5	Jan. 1, 1907,	500,000 00	-
West End Street Railway Company,	4½	March 1, 1914,	2,000,000 00	-
West End Street Railway Company,	4	Aug. 1, 1915,	4,743,000 00	-
West End Street Railway Company,	4	May 1, 1916,	815,000 00	-
West End Street Railway Company,	4	Feb. 1, 1917,	2,700,000 00	-
West End Street Railway Company,	4	Aug. 1, 1932,	5,209,000 00	-
Totals,			$15,975,000 00	-†

Railway Owned.

Length of railway line,	181.977 miles.
Length of second main track,	157.939 "
Total length of main track,	339.916 "
Length of sidings, switches, etc.,	40.658 "
Total, computed as single track,	380.574 "

* The mortgage securing this issue has been discharged, and a trust fund has been established to provide for the payment of these bonds when presented.

† Interest on all these bonds paid by the Boston Elevated Railway Company.

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, ...	3.861 miles.

Names of the several cities and towns in which the railway owned by the company is located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

GENERAL REMARKS AND EXPLANATIONS.

Certain expenditures upon the property have been made by the lessee during the thirty months from April 1, 1904, to September 30, 1906, for permanent additions, alterations and improvements, which, if allowed by us, would increase the mileage and change the figures in this report, but as these expenditures have not yet been audited and allowed by this company, they are not included in this report.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,

101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph B. Russell, *President*, 114 State Street, Boston, Mass. John Parkinson, *Vice-President*, 53 State Street, Boston, Mass. Parkman Dexter, *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin F. Atkins, Belmont, Mass. Charles M. Baker, Brookline, Mass. Parkman Dexter, Boston, Mass. John Parkinson, Bourne, Mass. Joseph B. Russell, Belmont, Mass. Samuel Spencer, New York. C. Minot Weld, Milton, Mass Stephen M. Weld, Dedham, Mass. Charles A. Williams, Brookline, Mass. Moses Williams, Brookline, Mass. Alfred Winsor, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH B. RUSSELL,
ALFRED WINSOR,
CHARLES M. BAKER,
CHARLES A. WILLIAMS,
MOSES WILLIAMS,
JOHN PARKINSON,
C. M. WELD,
EDWIN F. ATKINS,
PARKMAN DEXTER,
Directors.

PARKMAN DEXTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1906. Then personally appeared the above-named Joseph B. Russell, Alfred Winsor, Charles M. Baker, Charles A. Williams, Moses Williams, John Parkinson, C. M. Weld, Edwin F. Atkins and Parkman Dexter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, A. J. HOLLEY,
Justice of the Peace.

REPORT

OF THE

WESTERN MASSACHUSETTS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Commenced operation October 4, 1905.]

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$35,049 10
Operating expenses,		17,170 99
GROSS INCOME ABOVE OPERATING EXPENSES,		$17,878 11
Charges upon income accrued during the year:		
Interest on funded debt,	$10,000 00	
Interest and discount on unfunded debts and loans,	2,506 92	
Taxes, commutation,	350 49	
Other deductions from income: expense maintaining Riverbend Park,	390 39	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		13,247 80
Surplus for the year ending September 30, 1906,		$4,630 31
TOTAL SURPLUS SEPTEMBER 30, 1906,		$4,630 31
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$35,049 10
GROSS EARNINGS FROM OPERATION,		$35,049 10
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$729 17
General office expenses and supplies,		35 07
Insurance,		91 33
Other general expenses:		
Miscellaneous operating expenses,		86 90
Advertising,		787 33
Maintenance of roadway and buildings:		
Repair of roadbed and track,		208 51
Repair of electric line construction,		49 43

Maintenance of equipment:		
Repair of cars,		$930 53
Repair of electric equipment of cars,		564 26
Transportation expenses:		
Cost of electric motive power,		2,834 33
Wages and compensation of persons employed in conducting transportation,		5,012 94
Removal of snow and ice,		159 56
Rentals of buildings and other property,		5,167 56
Other transportation expenses: miscellaneous transportation expenses,		514 07
TOTAL OPERATING EXPENSES,		$17,170 99

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$17,653 37	
New electric line construction,	4,400 01	
Other additions to railway: engineering and other expenses incident to construction,	4,859 02	
TOTAL ADDITIONS TO RAILWAY,		$26,912 40
Additions to equipment:		
Additional cars,	$169 97	
Electric equipment of same,	267 85	
Other additions to equipment:		
Miscellaneous equipment,	44 20	
Office furniture,	1 50	
TOTAL ADDITIONS TO EQUIPMENT,		483 52
Additions to land and buildings:		
Additional land necessary for operation of railway,	$50 00	
New electric power stations, including machinery, etc.,	3,788 70	
Other new buildings necessary for operation of railway,	467 96	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		4,306 66
Additions to other permanent property: Riverbend Park,		1,303 24
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$33,005 82
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): office furniture sold,		38 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$32,967 82

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	$430,119 37
Electric line construction, including poles, wiring, feeder lines, etc.,	61,651 17

Cost of railway — *Concluded.*		
Interest accrued during construction of railway,	$9,141 33	
Engineering and other expenses incident to construction,	64,193 54	
TOTAL COST OF RAILWAY OWNED,		$565,105 41
Cost of equipment:		
Cars and other rolling stock,	$28,430 22	
Electric equipment of same,	18,775 74	
Other items of equipment:		
Miscellaneous equipment,	154 80	
Office furniture,	86 60	
TOTAL COST OF EQUIPMENT OWNED,		47,447 36
Cost of land and buildings:		
Land necessary for operation of railway,	$14,236 48	
Electric power stations, including equipment,	3,788 70	
Other buildings necessary for operation of railway,	11,616 38	
TOTAL COST OF LAND AND BUILDINGS OWNED,		29,641 56
Other permanent property: Riverbend Park,		2,294 02
TOTAL PERMANENT INVESTMENTS,		$644,488 35
Cash and current assets:		
Cash,	$1,101 06	
Bills and accounts receivable,	3,721 49	
Other cash and current assets:		
Insurance,	408 24	
Prepaid taxes,	2,544 35	
TOTAL CASH AND CURRENT ASSETS,		7,775 14
TOTAL,		$652,263 49

LIABILITIES.		CR.
Capital stock,		$300,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	$137,500 00	
Audited vouchers and accounts,	8,157 69	
TOTAL CURRENT LIABILITIES,		145,657 69
Accrued liabilities:		
Interest accrued and not yet due,	$1,625 00	
Taxes accrued and not yet due,	350 49	
TOTAL ACCRUED LIABILITIES,		1,975 49
Profit and loss balance (surplus),		4,630 31
TOTAL,		$652,263 49

Capital Stock.		
Capital stock authorized by law,	$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	3	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	$300,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Feb. 1, 1926,	$200,000 00	$8,333 33

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	702,804
Number carried per mile of main railway track operated,	73,041
Number of car miles run,	148,945
Average number of persons employed,	14
Commenced operation October 4, 1905.	

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	3	3	3	12
Open passenger cars,	5	5	5	20
Total,	8	8	8	32
Snow ploughs,	1	-	-	-

Railway Owned and Operated (by Electric Power).

Length of railway line,	9.622 miles.
Length of sidings, switches, etc.,	.498 "
Total, computed as single track,	10.120 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, ...	2.717 miles.

Names of the several cities and towns in which the railways operated by the company are located: Westfield, Russell, and Huntington.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTERN MASSACHUSETTS STREET RAILWAY COMPANY,

WESTFIELD MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Ralph D. Gillett, *President*, Westfield, Mass. Arthur W. Eaton, *Vice-President and Treasurer*, Pittsfield, Mass. Archie D. Robinson, *Clerk of Corporation, General Manager and Superintendent*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. Herbert J. Bradley, *Auditor*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ralph D. Gillett, Westfield, Mass. Arthur W. Eaton, Pittsfield, Mass. Henry W. Ely, Westfield, Mass. Charles J. Little, Westfield, Mass. Archie D. Robinson, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

R. D. GILLETT,
H. W. ELY,
C. J. LITTLE,
A. D. ROBINSON,
A. W. EATON,
Directors.

A. W. EATON,
Treasurer.

A. D. ROBINSON,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. NOV. 3, 1906. Then personally appeared the above-named R. D. Gillett, H. W. Ely, C. J. Little, A. D. Robinson and A. W. Eaton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES F. ELY,
Justice of the Peace.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Boston & Northern.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	$3,000 00
Dividends declared (6 per cent),	$3,000 00
Amount of surplus September 30, 1905,	$124 85
TOTAL SURPLUS SEPTEMBER 30, 1906,	$124 85

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway,	$50,000 00
Cash and current assets: cash,	74 85
Miscellaneous assets: office furniture,	50 00
TOTAL,	$50,124 85

LIABILITIES.	CR.
Capital stock,	$50,000 00
Profit and loss balance (surplus),	124 85
TOTAL,	$50,124 85

CAPITAL STOCK.

Capital stock authorized by law,	$75,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		$50,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	36	
Number of stockholders in Massachusetts,	34	
Amount of stock held in Massachusetts,	$49,800 00	

RAILWAY OWNED.

Length of railway line,	1.043 miles.
Length of second main track,	1.016 "
Total length of main track,	2.059 "
Length of sidings, switches, etc.,	.128 "
Total, computed as single track,	2 187 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,

ROOM 803, 60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 60 State Street, Boston, Mass. E. Francis Oliver, *Treasurer, and Clerk of Corporation*, 60 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Williamstown, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
EDWARD R. COGSWELL,
DAVID H. COOLIDGE,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 9, 1906. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge, and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CLEMENT R. LAMSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 13, 1906. Then personally appeared the above-named Edward R. Cogswell, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CLEMENT R. LAMSON,
Justice of the Peace.

REPORT

OF THE

WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$153,612 13
Operating expenses,		128,159 56
GROSS INCOME ABOVE OPERATING EXPENSES,		$25,452 57
Charges upon income accrued during the year:		
Interest on funded debt,	$8,000 00	
Interest and discount on unfunded debts and loans,	6,541 10	
Taxes, State and local,	6,866 70	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		21,407 80
Surplus for the year ending September 30, 1906,		$4,044 77
Amount of deficit September 30, 1905,		54,226 38
TOTAL DEFICIT SEPTEMBER 30, 1906,		$50,181 61
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		$153,106 55
Receipts from carriage of mails,		274 08
Receipts from advertising in cars,		231 50
GROSS EARNINGS FROM OPERATION,		$153,612 13
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		$2,184 00
General office expenses and supplies,		352 00
Legal expenses,		1,250 00
Insurance,		1,100 63
Other general expenses: oil, fuel, salt, etc.,		7,416 39
Maintenance of roadway and buildings:		
Repair of roadbed and track,		20,527 94
Repair of electric line construction,		3,216 21
Repair of buildings,		257 45
Maintenance of equipment:		
Repair of cars,		5,055 73
Repair of electric equipment of cars,		2,243 92
Provender and stabling,		685 68

Transportation expenses:		
Cost of electric motive power,		$29,689 12
Wages and compensation of persons employed in conducting transportation,		35,856 18
Removal of snow and ice,		2,130 00
Damages for injuries to persons and property,		15,366 49
Rentals of buildings and other property,		311 82
Other transportation expenses: advertising time tables,		516 00
TOTAL OPERATING EXPENSES,		$128,159 56

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$344,079 76	
Electric line construction, including poles, wiring, feeder lines, etc.,	59,310 54	
Other items of railway cost: tools and construction supplies,	6,281 80	
TOTAL COST OF RAILWAY OWNED,		$409,672 10
Cost of equipment:		
Cars and other rolling stock,	$128,472 84	
Other items of equipment: horses, registers, punches, clocks, etc.,	4,063 44	
TOTAL COST OF EQUIPMENT OWNED,		132,536 28
Cost of land and buildings:		
Buildings necessary for operation of railway,		15,596 95
TOTAL PERMANENT INVESTMENTS,		$557,805 33
Cash and current assets: bills and accounts receivable,		5,581 63
Profit and loss balance (deficit),		50,181 61
TOTAL,		$613,568 57

LIABILITIES.		CR.
Capital stock,		$300,000 00
Funded debt,		160,000 00
Current liabilities:		
Loans and notes payable,	$98,945 94	
Audited vouchers and accounts,	52,622 63	
TOTAL CURRENT LIABILITIES,		151,568 57
Accrued liabilities: interest accrued and not yet due,		2,000 00
TOTAL,		$613,568 57

CAPITAL STOCK.

Capital stock authorized by law,	$400,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	19	
Number of stockholders in Massachusetts,	13	
Amount of stock held in Massachusetts,	$281,700 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	July 1, 1913, .	$160,000 00	$8,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,062,131
Number carried per mile of main railway track operated, .	139,435
Number of car miles run, ...	717,404
Average number of persons employed, ...	87

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars, ...	16	2	16	-
Open passenger cars, ...	21	-	-	-
Total, ...	37	2	16	70
Cars — Other Service.				
Platform freight cars, ...	2	-	-	-
Snow ploughs, ...	2	-	-	3

Miscellaneous Equipment.

Highway vehicles: 2 carts, 1 sled, 2 tower wagons, water cart, lumber wagon, platform wagon, express wagon and reach, ...	10
Horses, ...	3
Other items of equipment: 4 sets harness.	

Railway Owned and Operated (by Electric Power).

Length of railway line, ...	21.961 miles.
Length of sidings, switches, etc., ...	.863 "
Total, computed as single track, ...	22 824 "

Railway Located Outside of Massachusetts.

Length of railway line,	18.766 miles.
Length of sidings, switches, etc.,	.760 "
Total, computed as single track,	19.526 "

Names of the several cities and towns in which the railways operated by the company are located: Woonsocket, Cumberland and North Smithfield, R. I., and Blackstone, Mass.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Midland Division, North Main Street, Woonsocket, R. I.,	3	1

Number of above crossings at which *frogs* are inserted in the tracks, 1

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	7	-	25	-	32
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-
Totals,	-	7	1	25	1	32

Corporate Name and Address of the Company.

WOONSOCKET STREET RAILWAY COMPANY,

6 South Main Street, Woonsocket, R. I.

Names and Business Address of Principal Officers.

Thomas Martin, *President*, Chelsea, Mass. Walter Whittlesey, *Treasurer*, West Newton, Mass. Willard Kent, *Clerk of Corporation*, Woonsocket, R. I. John J. Heffernan, *General Counsel*, Woonsocket, R. I. Joseph G. Ray, *General Manager*, Woonsocket, R. I. Winthrop B. Nye, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas Martin, Chelsea, Mass. Walter Whittlesey, West Newton, Mass. E. H. Rathbun, Woonsocket, R. I. Adelbert D. Thayer, Franklin, Mass. Henry L. Whittlesey, West Newton, Mass. Willard Kent, Woonsocket, R. I.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOMAS MARTIN,
WALTER WHITTLESEY,
EDWARD H. RATHBUN,
WILLARD KENT,
ADELBERT D. THAYER,
HENRY L. WHITTLESEY,
Directors.
WALTER WHITTLESEY,
Treasurer.
WINTHROP B. NYE,
Superintendent.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. OCT. 27, 1906. Then personally appeared the above-named Willard Kent, director of the above-named corporation, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, FRANK B. KNOWLES,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 30, 1906. Then personally appeared the above-named Adelbert D. Thayer, director of the above-named corporation, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, NELSON E. NEWELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1906. Then personally appeared the above-named Thomas Martin, Walter Whittlesey and Henry L. Whittlesey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WENDELL P. MURRAY,
Justice of the Peace.

REPORT

OF THE

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$75,750 41
Operating expenses,		47,484 17
GROSS INCOME ABOVE OPERATING EXPENSES,		$28,266 24
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans,	$17,167 26	
Taxes, State and local,	2,774 44	
Other deductions from income: repairs to tenement houses,	255 29	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		20,196 99
Surplus for the year ending September 30, 1906,		$8,069 25
Amount of surplus September 30, 1905,		31,420 84
Debits to profit and loss account during the year:		
Adjustment of old accounts,	$126 99	
Adjustment of old accident claims,	2,675 31	
Adjustment of inventory,	1,609 54	
TOTAL DEBITS,		4,411 84
TOTAL SURPLUS SEPTEMBER 30, 1906,		$35,078 25

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$75,065 53
Receipts from advertising in cars,	331 30
Receipts from interest on deposits,	196 07
Other earnings from operation: rent of equipment, etc ,	157 51
GROSS EARNINGS FROM OPERATION,	$75,750 41

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$3,000 59
General office expenses and supplies,	219 32
Legal expenses,	221 05

General expenses — *Concluded.*		
Insurance,		$1,022 46
Other general expenses: miscellaneous,		678 14
Maintenance of roadway and buildings:		
Repair of roadbed and track,		3,392 39
Repair of electric line construction,		199 49
Repair of buildings,		424 09
Maintenance of equipment:		
Repair of cars,		7,979 74
Repair of electric equipment of cars,		4,705 47
Repair of miscellaneous equipment,		94 75
Transportation expenses:		
Cost of electric motive power,		10,566 29
Wages and compensation of persons employed in conducting transportation,		12,974 48
Removal of snow and ice,		125 44
Damages for injuries to persons and property,		1,852 63
Tolls for trackage over other railways,		25 07
Rentals of buildings and other property,		2 77
TOTAL OPERATING EXPENSES,		$47,484 17

PROPERTY ACCOUNTS.

Additions to equipment:		
Additional cars (5 in number),	$11,991 98	
Electric equipment of same,	5,217 74	
TOTAL ADDITIONS TO EQUIPMENT,		$17,209 72
Additions to land and buildings: new buildings necessary for operation of railway,		72 49
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$17,282 21
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): tenement property,		500 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$16,782 21

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	$187,524 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	43,094 55	
Interest accrued during construction of railway,	24,117 56	
Engineering and other expenses incident to construction,	13,696 50	
TOTAL COST OF RAILWAY OWNED,		$268,433 02
Cost of equipment:		
Cars and other rolling stock,	$50,418 75	
Electric equipment of same,	34,334 93	
Other items of equipment:		
Office fixtures,	199 00	
Tools,	474 73	
TOTAL COST OF EQUIPMENT OWNED,		85,427 41

Cost of land and buildings:		
Land necessary for operation of railway,	$3,454 37	
Electric power stations, including equipment,	119,647 58	
Other buildings necessary for operation of railway,	7,048 32	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$130,150 27
Other permanent property: tenement property,		8,078 24
TOTAL PERMANENT INVESTMENTS,		$492,088 94
Cash and current assets:		
Cash,	$11,543 65	
Bills and accounts receivable,	1,153 44	
TOTAL CASH AND CURRENT ASSETS,		12,697 09
Miscellaneous assets:		
Materials and supplies,	$4,487 51	
Other assets and property: prepaid accounts,	5 47	
TOTAL MISCELLANEOUS ASSETS,		4,492 98
TOTAL,		$509,279 01

LIABILITIES.		CR.
Capital stock,		$200,000 00
Current liabilities:		
Loans and notes payable,	$257,076 67	
Audited vouchers and accounts,	11,162 65	
Salaries and wages,	178 40	
TOTAL CURRENT LIABILITIES,		268,417 72
Accrued liabilities:		
Interest accrued and not yet due,	$246 00	
Taxes accrued and not yet due,	1,584 36	
Miscellaneous accrued liabilities: accrued insurance premiums,	205 82	
TOTAL ACCRUED LIABILITIES,		2,036 18
Sinking and other special funds: accident and casualty fund,		3,746 86
Profit and loss balance (surplus),		35,078 25
TOTAL,		$509,279 01

CAPITAL STOCK.		
Capital stock authorized by law,	$200,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	4	
Amount of stock held in Massachusetts,	$199,600 00	

Sinking and Other Special Funds.

Additions during the year to accident and casualty fund,	$4,409 76
Deductions during the year from accident and casualty fund,	662 90
Total Sinking and Other Special Funds September 30, 1906,	$3,746 86

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,285,036
Number carried per mile of main railway track operated,	74,538
Number of car miles run,	349,220
Average number of persons employed,	36

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	11	-	11	11	36
Open passenger cars,	12	-	12	-	-
Total,	23	-	23	11	36
Cars — Other Service.					
Platform freight cars,	-	1	-	-	-
Work cars,	-	1	-	-	-
Total,	-	2	-	-	-
Snow ploughs,	3	-	-	-	-

Miscellaneous Equipment.

Highway vehicles: tower wagon,	1
Other items of equipment: 1 12-A-30 two-motor equipment and 2 S. R. G. motors.	

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	15.740	1.500	17.240
Length of sidings, switches, etc.,	.620	-	.620
Total, Computed as Single Track,	16.360	1.500	17.860

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, ...	.840 mile.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Millbury, Grafton, Northbridge and Sutton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, a spur track from the railroad to the Fisherville Company's mill, and is always attended by a watchman when in use, ...	1	1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	8	-	7	-	15
Employees, ...	-	-	-	-	-	-
Other persons, ...	-	-	-	7	-	7
TOTALS, ...	-	8	-	14	-	22

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Mellen, *President*, New Haven, Conn. Calvert Townley, *Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. J. G. Parker, *Clerk of Corporation*, New Haven, Conn. F. B. Greene, *Auditor*, Charlton City, Mass. J. K. Punderford, *General Manager*, New Haven, Conn. J. W. Anderson, *Superintendent*, Millbury, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin Milner, Moosup, Conn. Timothy E. Byrnes, New Haven, Conn. Robert W. Taft, Providence, R. I. C. S. Mellen, New Haven, Conn. William Skinner, Holyoke, Mass. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
EDWIN MILNER,
WILLIAM SKINNER,
ROBERT W. TAFT,
Directors.
A. S. MAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 9, 1906. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes, Edwin Milner, William Skinner, and Robert W. Taft, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK A. FARNHAM,
Justice of the Peace.

STATE OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. NOV. 13, 1906. Then personally appeared the above-named A. S. May, *Treasurer*, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, ARTHUR E. CLARK,
Notary Public.

REPORT

OF THE

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation,			$1,523,964 95
Operating expenses,			909,674 42
GROSS INCOME ABOVE OPERATING EXPENSES,			$614,290 53
Charges upon income accrued during the year:			
Interest on funded debt,		$49,950 00	
Interest and discount on unfunded debts and loans,		98,223 48	
Taxes, State and local,	$74,917 35		
Taxes, commutation,	33,847 68		
		108,765 03	
Rentals of leased railways:			
North End Street Railway,	$8,000 00		
Worcester & Shrewsbury Street Railway,	1,000 00		
Worcester & Shrewsbury Railroad,	3,750 00		
		12,750 00	
Other deductions from income:			
Park expense,	$28,507 85		
Rent of power house,	50,000 00		
		78,507 85	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,			348,196 36
NET DIVISIBLE INCOME,			$266,094 17
Dividends declared (5½ per cent),			195,250 00
Surplus for the year ending September 30, 1906,			$70,844 17
Amount of surplus September 30, 1905,			324,689 32
Credits to profit and loss account during the year: adjustment of material and supplies account,		$5,014 61	
Debits to profit and loss account during the year: reconstruction,		25,000 00	
NET AMOUNT DEBITED TO PROFIT AND LOSS,			19,985 39
TOTAL SURPLUS SEPTEMBER 30, 1906,			$375,548 10

Earnings from Operation.		
Receipts from passengers carried,		$1,504,341 52
Receipts from carriage of mails,		2,000 76
Receipts from tolls for use of tracks by other companies,		5,785 33
Receipts from rentals of buildings and other property,		2,648 69
Receipts from advertising in cars,		3,500 00
Receipts from interest on deposits,		1,416 17
Other earnings from operation:		
Chartered cars,		2,355 81
Transportation of mail carriers,		1,916 67
Gross Earnings from Operation,		$1,523,964 95
Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$50,274 02
General office expenses and supplies,		5,299 06
Legal expenses,		6,192 23
Insurance,		15,438 62
Other general expenses:		
Store room, $2,382.52; advertising and attractions, $3,154.02,		5,536 54
Miscellaneous general,		10,898 26
Maintenance of roadway and buildings:		
Repair of roadbed and track,		44,853 59
Repair of electric line construction,		12,734 90
Repair of buildings,		7,185 74
Maintenance of equipment:		
Repair of cars,		41,929 81
Repair of electric equipment of cars,		46,134 58
Repair of miscellaneous equipment,		4,536 71
Provender and stabling,		5,132 01
Transportation expenses:		
Cost of electric motive power, $236,065.06; less power sold, $4,764.48; net,		231,300 58
Wages and compensation of persons employed in conducting transportation,		312,507 53
Removal of snow and ice,		2,730 62
Damages for injuries to persons and property,		75,217 08
Tolls for trackage over other railways,		586 45
Rentals of buildings and other property,		235 00
Other transportation expenses:		
Repair of tools, etc.,		4,402 42
Miscellaneous car service supplies and expense, $19,380.04; hired equipment, $7,168.63,		26,548 67
Total Operating Expenses,		$909,674 42
Property Accounts.		
Additions to railway:		
Extension of tracks (portion of 20 miles of new track),	$154,719 43	
New electric line construction (portion of 20 miles of new track),	76,621 68	

Additions to railway — *Concluded.*		
Other additions to railway:		
Interest during construction,	$13,269 00	
Engineering, $6,443.24; State highway, $2,244 97,	8,688 21	
TOTAL ADDITIONS TO RAILWAY,		$253,298 32
Additions to equipment:		
Additional cars (17 in number),	$56,496 65	
Electric equipment of same,	48,804 18	
Other additions to equipment: automobile tools and office furniture,	2,583 09	
TOTAL ADDITIONS TO EQUIPMENT,		107,883 92
Additions to land and buildings:		
Additional land necessary for operation of railway,	$2,087 51	
New electric power stations, including machinery, etc.,	74,024 36	
Additional equipment of power stations,	32,372 92	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		108,484 79
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$469,667 03
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of trucks,	$401 60	
Sale of generator,	400 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		801 60
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		$468,865 43

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR	
Cost of railway:		
Roadbed and tracks,	$3,083,748 94	
Electric line construction, including poles, wiring, feeder lines, etc.,	582,844 88	
Interest accrued during construction of railway,	14,907 53	
Engineering and other expenses incident to construction,	91,341 46	
Other items of railway cost: State highway,	92,335 86	
TOTAL COST OF RAILWAY OWNED,		$3,865,178 67
Cost of equipment:		
Cars and other rolling stock,	$684,943 23	
Electric equipment of same,	676,073 93	
Other items of equipment,	154,907 42	
TOTAL COST OF EQUIPMENT OWNED,		1,515,924 58

Cost of land and buildings:		
Land necessary for operation of railway,	$292,000 16	
Electric power stations, including equipment,	506,453 32	
Other buildings necessary for operation of railway,	593,915 66	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$1,392,369 14
Other permanent property: parks and park buildings,		44,052 89
TOTAL PERMANENT INVESTMENTS,		$6,817,525 28
Cash and current assets:		
Cash,	$76,227 54	
Bills and accounts receivable,	87,241 38	
Sinking and other special funds,	1,000 00	
Other cash and current assets:		
Prepaid interest,	4,660 39	
Prepaid fire insurance,	12,080 85	
TOTAL CASH AND CURRENT ASSETS,		181,210 16
Miscellaneous assets:		
Materials and supplies,	$131,562 94	
Other assets and property: reconstruction of track,	163,908 39	
TOTAL MISCELLANEOUS ASSETS,		295,471 33
TOTAL,		$7,294,206 77

LIABILITIES		CR.
Capital stock,		$3,550,000 00
Funded debt,		1,060,000 00
Real estate mortgages,		59,500 00
Current liabilities:		
Loans and notes payable,	$1,918,500 00	
Audited vouchers and accounts,	230,650 45	
Salaries and wages,	149 00	
Rentals due and unpaid (including rentals due October 1),	24,000 00	
TOTAL CURRENT LIABILITIES,		2,173,299 45
Accrued liabilities:		
Interest accrued and not yet due,	$32,503 22	
Rentals accrued and not yet due,	2,520 83	
Miscellaneous accrued liabilities: accident insurance,	40,835 17	
TOTAL ACCRUED LIABILITIES,		75,859 22
Profit and loss balance (surplus),		375,548 10
TOTAL,		$7,294,206 77

Capital Stock.

Capital stock authorized by law,	$4,345,000 00	
Capital stock authorized by votes of company,	3,550,000 00	
Capital stock issued and outstanding,		$3,550,000 00
Number of shares issued and outstanding,	35,500	
Number of stockholders,	23	
Number of stockholders in Massachusetts,	22	
Amount of stock held in Massachusetts,	$3,549,900 00	

Real Estate Mortgages.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Land on Shrewsbury Street, Worcester.	5	Demand,	$4,500 00	$225 00
Land corner of Main and Market streets, Worcester.	4	Demand,	30,000 00	1,200 00
Land in Fitchburg,	4½	Demand,	10,000 00	450 00
Land on Union Street, Worcester,	4½	Demand,	15,000 00	675 00
Totals,			$59,500 00	$2,550 00

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Worcester Consolidated Street Railway Company debentures.	4½	March 1, 1920,	$700,000 00	$31,500 00
Worcester & Marlborough Street Railway Company first mortgage.	5	Oct. 1, 1917,	200,000 00	10,000 00
Worcester & Clinton Street Railway Company first mortgage.	5	Jan. 1, 1919,	115,000 00	5,750 00
Leominster & Clinton Street Railway Company coupon notes.	6	April 1, 1912,	45,000 00	2,700 00
Totals,			$1,060,000 00	$49,950 00

Sinking and Other Special Funds.

Amount September 30, 1905, of sinking fund,	$1,000 00
Total Sinking and Other Special Funds September 30, 1906,	$1,000 00

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	30,456,133
Number carried per mile of main railway track operated,	190,997
Number of car miles run,	5,459,325
Average number of persons employed,	808

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.				
Box passenger cars,	147	142	142	-
Open passenger cars,	169	166	-	-
Total,	316	308	142	828
Cars — Other Service.				
Platform freight cars,	6	6	-	-
Work cars,	2	2	-	-
Other cars,	5	5	-	-
Total,	13	13	-	-
Snow ploughs,	36	-	-	-

Miscellaneous Equipment.

Carts and snow sleds,	10
Other highway vehicles: 7 tower wagons, 8 express wagons, 12 road machines, 7 buggies, 2 automobiles,	36
Horses,	16
Other items of equipment: harnesses,	16

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, Leased, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	125.150	8.120	.490	133.760
Length of second main track,	25.699	-	-	25.699
Total Length of Main Track,	150.849	8.120	.490	159.459
Length of sidings, switches, etc.,	3.372	.719	-	4.091
Total, Computed as Single Track,	154.221	8.839	.490	163.550

Railway Located Outside of Public Ways.

Length of railway line,	21.400 miles.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Fitchburg, Leominster, Lancaster, Clinton, Berlin, Hudson, Boylston, Shrewsbury, Westborough, Marlborough, Grafton, Millbury, Leicester, Spencer, Northborough, West Boylston and Sterling.

Grade Crossings with Railroads.

Grade Crossings with Railroads.	Number of Tracks at Crossing.	
	Railroad.	Railway.
Crossings of railways with railroads at grade (14 in number), viz.:		
With New York, New Haven & Hartford Railroad, West Berlin,	3	1
With New York, New Haven & Hartford Railroad, Water Street, Leominster,	2	1
With New York, New Haven & Hartford Railroad, Northborough,	1	1
With New York, New Haven & Hartford Railroad, Lancaster Street, Leominster,	1	1
With New York, New Haven & Hartford Railroad and Boston & Albany Railroad, Green Street, Worcester,	6	1
With Boston & Albany Railroad and New York, New Haven & Hartford Railroad, Grafton Street, Worcester,	10	1
With Boston & Maine Railroad, Shrewsbury Street, Worcester,	3	1
With Boston & Maine Railroad, Summer Street, Worcester,	3	2
With Boston & Maine Railroad, Thomas Street, Worcester,	2	1
With Boston & Maine Railroad, Lincoln Square, Worcester,	3	2
With Boston & Maine Railroad, Barber's Crossing, Worcester,	3	1
With New York, New Haven & Hartford Railroad, Millbury Street, Worcester,	2	1
Total Number of Tracks at Crossings,	39	14

Number of above crossings at which *frogs* are inserted in the tracks, . 3

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	135	-	175	-	310
Employees,	-	4	3	21	3	25
Other persons,	-	3	4	75	4	78
Totals,	-	142	7	271	7	413

Corporate Name and Address of the Company.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,

Worcester, Mass.

Names and Business Address of Principal Officers.

Francis H. Dewey, *President and General Counsel*, Worcester, Mass. A. George Bullock, *Vice-President*, Worcester, Mass. Justin W. Lester, *Treasurer and Clerk of Corporation*, Worcester, Mass. Edward G. Connette, *General Manager*, Worcester, Mass. John B. Gorman, Thomas A. Leach, George H. Burgess, *Superintendents*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. George Bullock, Worcester, Mass. Francis H. Dewey, Worcester, Mass. Thomas B. Eaton, Worcester, Mass. Alfred D. Foster, Boston, Mass. Francis R. Hart, Boston, Mass. Frederick W. Kendrick, New York, N. Y. Lincoln N. Kinnicutt, Worcester, Mass. James A. Parker, Boston, Mass. Charles E. Ware, Fitchburg, Mass. Samuel E. Winslow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS H. DEWEY,
LINCOLN N. KINNICUTT,
THOMAS B. EATON,
ALFRED D. FOSTER,
FRANCIS R. HART,
SAMUEL E. WINSLOW,
Directors.
JUSTIN W. LESTER,
Treasurer.
E. G. CONNETTE,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 7, 1906. Then personally appeared the above-named Francis H. Dewey, Lincoln N. Kinnicutt, Thomas B. Eaton, Samuel E. Winslow, Justin W. Lester and Edward G. Connette, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHANDLER BULLOCK,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 10, 1906. Then personally appeared the above-named Francis R. Hart and Alfred D. Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

WORCESTER & HOLDEN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$44,853 94
Operating expenses,		33,296 96
GROSS INCOME ABOVE OPERATING EXPENSES,		$11,556 98
Charges upon income accrued during the year:		
Interest on funded debt,	$7,400 00	
Interest and discount on unfunded debts and loans,	2,569 62	
Taxes, commutation,	373 60	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		10,343 22
Surplus for the year ending September 30, 1906,		$1,213 76
Amount of surplus September 30, 1905,		10,638 69
TOTAL SURPLUS SEPTEMBER 30, 1906,		$11,852 45

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$42,445 69
Receipts from carriage of mails,	331 71
Receipts from carriage of freight,	362 15
Receipts from rentals of buildings and other property,	1,500 00
Receipts from advertising in cars,	183 45
Receipts from interest on deposits,	30 94
GROSS EARNINGS FROM OPERATION,	$44,853 94

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	$1,232 00
General office expenses and supplies,	507 02
Legal expenses,	137 17
Insurance,	1,272 52

Maintenance of roadway and buildings:		
Repair of roadbed and track,		$1,008 99
Repair of electric line construction,		121 60
Repair of buildings,		396 01
Maintenance of equipment:		
Repair of cars,		2,375 69
Repair of electric equipment of cars,		1,771 13
Transportation expenses:		
Cost of electric motive power,		13,480 36
Wages and compensation of persons employed in conducting transportation,		9,584 70
Removal of snow and ice,		78 03
Damages for injuries to persons and property,		540 61
Tolls for trackage over other railways,		77 63
Other transportation expenses,		713 50
TOTAL OPERATING EXPENSES,		$33,296 96

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$133 20	
New electric line construction,	30 02	
Other additions to railway: legal service, $50; interest, $87.66,	137 66	
TOTAL ADDITIONS TO RAILWAY,		$300 88
Additions to land and buildings:		
Additional land necessary for operation of railway,	$38 94	
New electric power stations, including machinery, etc.,	12 20	
Additional equipment of power stations,	509 95	
Other new buildings necessary for operation of railway,	45 05	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		606 14
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$907 02

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$164,879 29	
Electric line construction, including poles, wiring, feeder lines, etc.,	38,982 56	
Interest accrued during construction of railway,	9,020 99	
Engineering and other expenses incident to construction,	19,748 29	
TOTAL COST OF RAILWAY OWNED,		$232,631 13
Cost of equipment:		
Cars and other rolling stock,	$21,579 35	
Electric equipment of same,	23,298 90	
Other items of equipment,	3,376 68	
TOTAL COST OF EQUIPMENT OWNED,		48,254 93

Cost of land and buildings:		
Land necessary for operation of railway,	$9,075 75	
Electric power stations, including equipment,	39,542 80	
Other buildings necessary for operation of railway,	11,833 75	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$60,452 30
TOTAL PERMANENT INVESTMENTS,		$341,338 36
Cash and current assets:		
Cash,	$7,972 55	
Bills and accounts receivable,	2,142 77	
TOTAL CASH AND CURRENT ASSETS,		10,115 32
Miscellaneous assets:		
Materials and supplies,	$2,584 89	
Other assets and property: 2 treasury bonds,	2,000 00	
TOTAL MISCELLANEOUS ASSETS,		4,584 89
TOTAL,		$356,038 57

LIABILITIES.		CR.
Capital stock,		$150,000 00
Funded debt,		150,000 00
Current liabilities:		
Loans and notes payable,	$38,985 00	
Audited vouchers and accounts,	4,026 12	
Matured interest coupons unpaid (including coupons due October 1),	1,175 00	
TOTAL CURRENT LIABILITIES,		44,186 12
Profit and loss balance (surplus),		11,852 45
TOTAL,		$356,038 57

CAPITAL STOCK.		
Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	32	
Number of stockholders in Massachusetts,	32	
Amount of stock held in Massachusetts,	$150,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Oct. 1, 1923,	$150,000 00	$7,400

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	839,076
Number carried per mile of main railway track operated,	72,874
Number of car miles run,	160,489
Average number of persons employed,	16

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	3	–	3	3	12
Open passenger cars,	4	–	4	–	16
Total,	7	–	7	3	28
Cars — Other Service.					
Work cars,	–	3	–	–	–
Snow ploughs,	–	1	–	–	–

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.384	2.130	11.514
Length of sidings, switches, etc.,	.580	–	.580
Total, Computed as Single Track,	9.964	2.130	12.094

Railway Located Outside of Public Ways.

Length of railway line,	4.485 miles.

Names of the several cities and towns in which the railways operated by the company are located: Worcester and Holden.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	-	5	-	-	-	5
Employees, ...	-	1	-	-	-	1
Other persons, ...	-	-	-	-	-	-
Totals, ...	-	6	-	-	-	6

Corporate Name and Address of the Company.

WORCESTER & HOLDEN STREET RAILWAY COMPANY,

Holden, Mass.

Names and Business Address of Principal Officers.

Henry W. Warren, *President*, Holden, Mass. Otis E. Putnam, *Vice-President*, Worcester, Mass. Edgar S. Douglass, *Treasurer*, *Clerk of Corporation and Superintendent*, Holden, Mass. Charles C. Milton, *General Counsel*, Worcester, Mass. Albion B. Clapp, *Auditor*, Holden, Mass.

Names and Residence of Board of Directors.

Henry W. Warren, Holden, Mass. Otis E. Putnam, Worcester, Mass. Charles C. Milton, Worcester, Mass. Francis Murdock, Newton, Mass. Albion R. Clapp, Wellesley Hills, Mass. James E. Fuller, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY W. WARREN,
ALBION R. CLAPP,
J. E. FULLER,
OTIS E. PUTNAM,
Directors.
E. S. DOUGLASS,
Treasurer.
E. S. DOUGLASS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 21, 1906. Then personally appeared the above-named Albion R. Clapp, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHARLES BULLOCK,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 21, 1906. Then personally appeared the above-named Henry W. Warren, J. E. Fuller, Otis E. Putnam and E. S. Douglass, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE A. GASKILL,
Justice of the Peace.

REPORT

OF THE

WORCESTER & NORTHERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Obtained a certificate of incorporation but has not commenced the construction of its railway.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway: engineering and other expenses incident to construction,	$11,500 00
Cost of land and buildings: land necessary for operation of railway,	3,500 00
TOTAL PERMANENT INVESTMENTS,	$15,000 00
TOTAL,	$15,000 00

LIABILITIES.	CR.
Capital stock (10 per cent paid in),	$15,000 00
TOTAL,	$15,000 00

CAPITAL STOCK.

Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Amount paid in on 1,500 shares not yet issued,		$15,000 00
Number of subscribers,	26	
Number of subscribers in Massachusetts,	26	
Amount of subscriptions held in Massachusetts,	$15,000 00	

Names of the several cities and towns in which the railway owned by the company is located: Holden and Princeton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & NORTHERN STREET RAILWAY COMPANY,

HOLDEN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Albion R. Clapp, *President*, Wellesley Hills, Mass. James Edward Fuller, *Vice-President*, Boston, Mass. E. S. Douglass, *Treasurer and Clerk of Corporation*, Holden, Mass. Charles C. Milton, *General Counsel*, Worcester, Mass. Albion B. Clapp, *Auditor*, Holden, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albion R. Clapp, Wellesley Hills, Mass. James Edw. Fuller, Boston, Mass. E. S. Douglass, Holden, Mass. Charles C. Milton, Worcester, Mass. Henry W. Warren, Holden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALBION R. CLAPP,
J. E. FULLER,
E. S. DOUGLASS,
Directors.
E. S. DOUGLASS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 28, 1906. Then personally appeared the above-named Albion R. Clapp, J. E. Fuller and E. S. Douglass, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, S. W. ARMINGTON,
Justice of the Peace.

REPORT

OF THE

WORCESTER & PROVIDENCE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Obtained a certificate of incorporation but has not yet commenced the construction of its railway.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway: engineering and other expenses incident to construction,		$20,732 68
Cash and current assets: cash,		217 32
TOTAL,		$20,950 00

LIABILITIES.	CR.	
Capital stock (amount paid in),		$20,950 00
TOTAL,		$20,950 00

CAPITAL STOCK.

Capital stock authorized by law,	$200,000 00	
Capital stock authorized by agreement of association of company,	200,000 00	
Amount paid in on 2,000 shares not yet issued,		$20,950 00
Number of subscribers,	18	
Number of subscribers in Massachusetts,	17	
Amount of stock subscriptions held in Massachusetts,	$14,340 00	

Names of the several cities and towns in which the railway owned by the company is located: Worcester, Milibury, Sutton, Douglas and Uxbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & PROVIDENCE STREET RAILWAY COMPANY,

323 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred. C. Hinds, *President*, 323 Exchange Building, Boston, Mass. Wager Fisher, *Vice-President*, 1233 New Land Title Building, Philadelphia, Pa. Charles H. Wilson, *Treasurer and Clerk of Corporation*, 323 Exchange Building, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred. C. Hinds, Newton, Mass. Charles H. Wilson, Brookline, Mass. Wager Fisher, Philadelphia, Pa. David Pepper, Jr., Philadelphia, Pa. William E. Horne, Millbury, Mass. Henry B. Bullard, West Sutton, Mass. Silas P. Holbrook, East Douglas, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DAVID PEPPER, JR,
CHARLES H. WILSON,
FRED. C. HINDS,
WAGER FISHER,
Directors.
CHARLES H. WILSON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 24, 1906. Then personally appeared the above-named David Pepper, Jr., Charles H. Wilson, Fred. C. Hinds and Wager Fisher, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, DELMONT L. WEEKS,
Notary Public.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	$2,650 00
Income from other sources: interest on $22,000 bonds at 5 per cent,	1,100 00
GROSS INCOME,	$3,750 00
Expenses and charges upon income accrued during the year: interest on funded debt,	1,100 00
NET DIVISIBLE INCOME,	$2,650 00
Dividends declared, 7 23/100 per cent on $36,700,	2,649 74
Surplus for the year ending September 30, 1906,	$0 26
Amount of surplus September 30, 1905,	64,692 77
TOTAL SURPLUS SEPTEMBER 30, 1906,	$64,693 03

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.
Cost of railway: roadbed and tracks,	$70,803 58
Cost of equipment: cars and other rolling stock,	52,710 86
TOTAL PERMANENT INVESTMENTS,	$123,514 44
Cash and current assets: cash,	3 59
TOTAL,	$123,518 03

LIABILITIES	CR
Capital stock,	$36,825 00
Funded debt,	22,000 00
Profit and loss balance (surplus),	64,693 03
TOTAL,	$123,518 03

Capital Stock.		
Capital stock authorized by law,	$40,000 00	
Capital stock authorized by votes of company,	36,700 00	
Capital stock issued and outstanding,		$36,700 00
Amount paid in on shares not yet issued,		125 00
Total Capital Stock Liability,		$36,825 00
Number of shares issued and outstanding,	367	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	$36,700 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1915,	$22,000 00	$1,100 00

Railway Owned.

Length of railway line,	2.700 miles.
Length of sidings, switches, etc.,	.550 "
Total, computed as single track,	3.250 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

Corporate Name and Address of the Company.

WORCESTER & SHREWSBURY RAILROAD COMPANY,

Room 6, No. 11 Foster Street, Worcester, Mass.

Names and Business Address of Principal Officers.

Horace H. Bigelow, *President*, 11 Foster Street, Worcester, Mass. Irving E. Bigelow, *Treasurer and Clerk of Corporation*, 11 Foster Street, Worcester, Mass.

Names and Residence of Board of Directors.

Horace H. Bigelow, Worcester, Mass. George A. Stevens, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
GEO. A. STEVENS,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,
Directors.
IRVING E. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 15, 1906. Then personally appeared the above-named Horace H. Bigelow, George A. Stevens, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WEBSTER THAYER,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	$1,000 00
Dividends declared (5 per cent),	$1,000 00
Amount of surplus September 30, 1905,	$22 05
TOTAL SURPLUS SEPTEMBER 30, 1906,	$22 05

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$9,263 00	
Electric line construction, including poles, wiring, feeder lines, etc.,	2,137 00	
Interest accrued during construction of railway,	300 00	
TOTAL COST OF RAILWAY OWNED,		$11,700 00
Cost of equipment:		
Cars and other rolling stock,	$2,800 00	
Electric equipment of same,	3,500 00	
Other items of equipment,	2,000 00	
TOTAL COST OF EQUIPMENT OWNED,		8,300 00
TOTAL PERMANENT INVESTMENTS,		$20,000 00
Cash and current assets: cash,		22 05
TOTAL,		$20,022 05

LIABILITIES.	CR.
Capital stock,	$20,000 00
Profit and loss balance (surplus),	22 05
TOTAL,	$20,022 05

CAPITAL STOCK.

Capital stock authorized by law,	$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	$20,000 00	

RAILWAY OWNED.

Length of railway line,	.425 mile.
Length of sidings, switches, etc.,	.034 "
Total computed as single track,	.459 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY.

ROOM 6, NUMBER 11 FOSTER STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, 11 Foster Street, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, 11 Foster Street, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. George A. Stevens, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
GEO. A. STEVENS,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,
Directors.
HORACE H. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 13, 1906. Then personally appeared the above-named Horace H. Bigelow, George A. Stevens, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WEBSTER THAYER,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SOUTHBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$152,220 79
Operating expenses,		123,750 35
GROSS INCOME ABOVE OPERATING EXPENSES,		$28,470 44
Charges upon income accrued during the year:		
Interest on funded debt,	$31,500 00	
Interest and discount on unfunded debts and loans,	6,549 39	
Taxes, State and local,	7,156 42	
Other deductions from income: operation of parks,	56 26	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		45,262 07
Deficit for the year ending September 30, 1906,		$16,791 63
Amount of deficit September 30, 1905,		102,172 21
Credits to profit and loss account during the year: adjustment of old tax account,	$540 21	
Debits to profit and loss account during the year:		
Adjustment of old accounts, $450 06		
Adjustment of old accident cases, 23,856 52		
Adjustment of inventory, 2,797 80		
TOTAL DEBITS,	27,104 38	
NET AMOUNT DEBITED TO PROFIT AND LOSS,		26,564 17
TOTAL DEFICIT SEPTEMBER 30, 1906,		$145,528 01

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$147,414 15
Receipts from carriage of mails,	2,231 26
Receipts from carriage of express and parcels,	214 23
Receipts from carriage of freight,	256 94
Receipts from rentals of buildings and other property,	524 50
Receipts from advertising in cars,	397 50
Other earnings from operation: rent of equipment, etc.,	1,182 21
GROSS EARNINGS FROM OPERATION,	$152,220 79

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$2,727 82
General office expenses and supplies,		521 58
Legal expenses,		1,665 42
Insurance,		1,641 07
Other general expenses: miscellaneous,		890 11
Maintenance of roadway and buildings:		
Repair of roadbed and track,		7,409 50
Repair of electric line construction,		1,519 37
Repair of buildings,		249 99
Maintenance of equipment:		
Repair of cars,		6,168 25
Repair of electric equipment of cars,		4,316 15
Repair of miscellaneous equipment,		184 84
Transportation expenses:		
Cost of electric motive power, $26,807.58; less power sold, $936.80; net,		25,870 78
Wages and compensation of persons employed in conducting transportation,		33,450 25
Removal of snow and ice,		298 19
Damages for injuries to persons and property,		34,576 66
Tolls for trackage over other railways,		290 91
Rentals of buildings and other property,		1,969 46
Total Operating Expenses,		$123,750 35
Property Accounts.		
Additions to equipment:		
Additional cars,	$1,680 16	
Electric equipment of same,	12,502 94	
Total Additions to Equipment,		$14,183 10
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): power plant equipment,		50 00
Net Addition to Property Accounts for the Year,		$14,133 10

General Balance Sheet September 30, 1906.

Assets.	Dr.	
Cost of railway:		
Roadbed and tracks,	$749,809 25	
Electric line construction, including poles, wiring, feeder lines, etc.,	121,264 28	
Total Cost of Railway Owned,		$871,073 53
Cost of equipment:		
Cars and other rolling stock and electric equipment of same,	$201,427 51	
Other items of equipment: office furniture,	356 04	
Total Cost of Equipment Owned,		201,783 55

Cost of land and buildings:		
Land necessary for operation of railway,	$29,970 00	
Electric power stations, including equipment, and other buildings necessary for operation of railway,	310,378 25	
TOTAL COST OF LAND AND BUILDINGS OWNED,		$340,348 25
Other permanent property:		
Park,	$5,437 06	
Tenement property,	3,000 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		8,437 06
TOTAL PERMANENT INVESTMENTS,		$1,421,642 39
Cash and current assets:		
Cash,	$3,080 11	
Bills and accounts receivable,	20,508 90	
Other cash and current assets: bank deposits account coupons,	12,352 50	
TOTAL CASH AND CURRENT ASSETS,		35,941 51
Miscellaneous assets: materials and supplies,		10,134 14
Profit and loss balance (deficit),		145,528 01
TOTAL,		$1,613,246 05

LIABILITIES.		CR.
Capital stock,		$700,000 00
Funded debt,		700,000 00
Current liabilities:		
Loans and notes payable,	$146,369 33	
Audited vouchers and accounts,	19,341 66	
Salaries and wages,	258 47	
Matured interest coupons unpaid (including coupons due October 1),	12,352 50	
TOTAL CURRENT LIABILITIES,		178,321 96
Accrued liabilities:		
Interest accrued and not yet due,	$5,350 00	
Taxes accrued and not yet due,	7,402 55	
Miscellaneous accrued liabilities: accrued insurance premiums,	321 33	
TOTAL ACCRUED LIABILITIES,		13,073 88
Sinking and other special funds: accident and casualty fund,		21,850 21
TOTAL,		$1,613,246 05

CAPITAL STOCK.		
Capital stock authorized by law,	$700,000 00	
Capital stock authorized by votes of company,	700,000 00	
Capital stock issued and outstanding,		$700,000 00
Number of shares issued and outstanding,	7,000	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	$698,600 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4½	Sept. 1, 1922,	$500,000 00	$22,500 00
First mortgage bonds,	4½	June 1, 1925,	200,000 00	9,000 00
Totals,			$700,000 00	$31,500 00

Sinking and Other Special Funds.

Additions during the year to accident and casualty fund,	$50,824 24
Deductions during the year from accident and casualty fund,	28,974 03
Total Other Special Funds September 30, 1906,	$21,850 21

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	3,074,055
Number carried per mile of main railway track operated,	102,196
Number of car miles run,	719,872
Average number of persons employed,	80

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	Number of Motors
Cars — Passenger Service.						
Box passenger cars,	13	-	13	13	13	40
Open passenger cars,	23	2	25	25	-	86
Total,	36	2	38	38	13	126
Cars — Other Service.						
Box freight cars,	-	3	-	-	-	-
Platform freight cars,	-	6	-	-	-	-
Mail cars,	2	2	-	4	4	8
Work cars,	1	8	-	-	-	4
Total,	3	19	-	4	4	12
Snow ploughs,	4	1	-	-	-	16

Railway Owned and Operated (by Electric Power).

Railway Owned, etc.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	25.960	2.360	28.320
Length of second main track,	1.760	-	1.760
Total Length of Main Track,	27.720	2.360	30.080
Length of sidings, switches, etc.,	2.990	-	2.990
Total, Computed as Single Track,	30.710	2.360	33.070

Railway Located Outside of Public Ways.

Length of railway line,	11.530 miles.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Auburn, Oxford, Charlton, Southbridge and Sturbridge.

Accidents to Persons.

(A detailed statement of each accident is on file in the office of the Board.)

Killed and Injured.	From Causes Beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	9	-	10
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	5	-	5
Totals,	-	1	-	14	-	15

Corporate Name and Address of the Company.

WORCESTER & SOUTHBRIDGE STREET RAILWAY COMPANY,

Boston, Mass.

Names and Business Address of Principal Officers.

C. S. Mellen, *President*, New Haven, Conn. Calvert Townley, *Vice-President*, New Haven, Conn. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. H. M. Kochersperger, *Auditor*, New Haven, Conn. J. K. Punderford, *General Manager*, New Haven, Conn. Samuel Anderson, *Manager*, Webster, Mass. J. B. Potter, *Division Superintendent*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Timothy E. Byrnes, New Haven, Conn. C. S. Mellen, New Haven, Conn. George J. Brush, New Haven, Conn. Charles F. Brooker, Ansonia, Conn. Edwin Milner, Moosup, Conn. Fayette S. Curtis, Boston, Mass. Robert W. Taft, Providence, R. I. Nathaniel Thayer, Boston, Mass. Charles F. Choate, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
GEO. J. BRUSH,
CHAS. F. BROOKER,
ROBERT W. TAFT,
EDWIN MILNER,
Directors.
A. S. MAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 9, 1906. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes, Geo. J. Brush, Chas. F. Brooker, Robt. W. Taft and Edwin Milner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK A. FARNHAM,
Justice of the Peace.

STATE OF CONNECTICUT.

NEW HAVEN, ss. Nov. 13, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate is, to the best of his knowledge and belief, true.

Before me, ARTHUR E. CLARK,
Notary Public.

REPORT

OF THE

WORCESTER & WEBSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

[Leased to the Webster & Dudley and operated by the Consolidated Railway Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of railway,		$10,500 00
Expenses and charges upon income accrued during the year:		
Interest on funded debt,	$7,500 00	
Other expenses and charges upon income: payment into sinking fund,	3,000 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		$10,500 00
Amount of deficit September 30, 1905,		$72,672 58
TOTAL DEFICIT SEPTEMBER 30, 1906,		$72,672 58

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.		
ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$211,255 18	
Electric line construction, including poles, wiring, feeder lines, etc.,	72,267 45	
Engineering and other expenses incident to construction,	5,058 45	
TOTAL COST OF RAILWAY OWNED,		$288,581 08
Cost of equipment:		
Cars and other rolling stock,	$32,521 73	
Electric equipment of same,	56,029 90	
Other items of equipment,	540 41	
TOTAL COST OF EQUIPMENT OWNED,		89,092 04
Cost of land and buildings:		
Land necessary for operation of railway,	$9,644 68	
Electric power stations, including equipment,	78,143 32	
Other buildings necessary for operation of railway,	49,353 77	
TOTAL COST OF LAND AND BUILDINGS OWNED,		137,141 77
TOTAL PERMANENT INVESTMENTS,		$514,814 89

Cash and current assets: sinking and other special funds,	$19,131 66
Profit and loss balance (deficit),	72,672 58
TOTAL,	$606,619 13

LIABILITIES.	CR.
Capital stock,	$150,000 00
Funded debt,	150,000 00
Contingent liability: the Consolidated Railway Company for payment of floating debt and amount expended on construction,	287,487 47
Sinking and other special funds: sinking fund for 5 per cent bonds,	19,131 66
TOTAL,	$606,619 13

PROPERTY ACCOUNTS.

Additions to railway:		
Extension of tracks,	$1,311 77	
New electric line construction,	307 11	
TOTAL ADDITIONS TO RAILWAY,		$1,618 88
Additions to equipment,		65 41
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		$1,684 29
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): power plant equipment,		7,750 00
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		$6,065 71

CAPITAL STOCK.

Capital stock authorized by law,	$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	$300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Dec. 1, 1919,	$150,000 00	$7,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1905, of sinking fund,	$15,000 00
Additions during the year to sinking fund,	4,131 66
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1906,	$19,131 66

RAILWAY OWNED.

Length of railway line,	15.161 miles.
Length of sidings, switches, etc.,	.644 "
Total, computed as single track,	15.805 "

RAILWAY OWNED AND LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	.644 mile.

Names of the several cities and towns in which the railway owned by the company is located: Worcester, Auburn, Oxford and Webster.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & WEBSTER STREET RAILWAY COMPANY,

WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar S. Hill, *President*, Webster, Mass. A. S. May, *Treasurer*, New Haven, Conn. John G. Parker, *Clerk of Corporation*, New Haven, Conn. Samuel Anderson, *General Manager*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar S. Hill, Webster, Mass. Timothy E. Byrnes, New Haven, Conn. Fayette S. Curtis, Boston, Mass. William Skinner, Holyoke, Mass. Charles S. Mellen, New Haven, Conn. Robert W. Taft, Providence, R. I. Edwin Milner, Moosup, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. S. MELLEN,
TIMOTHY E. BYRNES,
WILLIAM SKINNER,
ROBERT W. TAFT,
EDWIN MILNER,
Directors.

A. S. MAY,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN, ss. NOV. 7, 1906. Then personally appeared the above-named A. S. May, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, ARTHUR E. CLARK,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 9, 1906. Then personally appeared the above-named C. S. Mellen, Timothy E. Byrnes, William Skinner, Robt. W. Taft and Edwin Milner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, FRANK A. FARNHAM,
Justice of the Peace.

REPORT

OF THE

WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		$99,392 41
Operating expenses,		61,134 17
NET EARNINGS FROM OPERATION,		$38,258 24
Miscellaneous income: park receipts,		2,238 20
GROSS INCOME ABOVE OPERATING EXPENSES,		$40,496 44
Charges upon income accrued during the year:		
Interest on funded debt,	$3,750 00	
Interest and discount on unfunded debts and loans,	4,544 82	
Taxes, State and local, $3,280 50		
Taxes, commutation, 1,942 33		
	5,222 83	
Other deductions from income: park expenses,	4,986 30	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		18,503 95
NET DIVISIBLE INCOME,		$21,992 49
Dividends declared (6 per cent),		15,000 00
Surplus for the year ending September 30, 1906,		$6,992 49
Amount of surplus September 30, 1905,		7,043 10
Debits to profit and loss account during the year: taxes accrued not entered in previous years,		1,813 25
TOTAL SURPLUS SEPTEMBER 30, 1906,		$12,222 34

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	$97,116 41
Receipts from carriage of mails,	150 00
Receipts from advertising in cars,	296 00
Other earnings from operation:	
Trolley express car mileage,	1,780 00
Advertising on fence,	50 00
GROSS EARNINGS FROM OPERATION,	$99,392 41

Expenses of Operation.		
General expenses:		
Salaries of general officers and clerks,		$4,455 03
General office expenses and supplies,		496 09
Legal expenses,		6,125 00
Insurance,		1,046 29
Other general expenses:		
Miscellaneous operating expenses,		340 32
Store room,		90 71
Maintenance of roadway and buildings:		
Repair of roadbed and track,		4,257 83
Repair of electric line construction,		1,218 85
Repair of buildings,		76 85
Maintenance of equipment:		
Repair of cars,		4,985 05
Repair of electric equipment of cars,		3,501 50
Provender and stabling,		226 67
Transportation expenses:		
Cost of electric motive power, $15,545.18; less power sold, $5,443.82; net,		10,101 36
Wages and compensation of persons employed in conducting transportation,		22,046 41
Removal of snow and ice,		249 98
Damages for injuries to persons and property,		965 65
Rentals of buildings and other property,		392 24
Other transportation expenses: miscellaneous transportation expenses,		558 34
Total Operating Expenses,		$61,134 17
Property Accounts.		
Additions to railway:		
Improvements of tracks, Western Avenue, Court and Elm streets,	$8,353 15	
New electric line construction, lightning arresters, etc.,	99 50	
Total Additions to Railway,		$8,452 65
Additions to equipment:		
2 single trucks,	$449 33	
Electric equipment, 1 2-motor equipment,	1,172 12	
Other additions to equipment:		
Tools,	26 43	
Office furniture,	3 55	
Total Additions to Equipment,		1,651 43
Additions to land and buildings:		
Additional equipment of power stations,	$2 35	
Other new buildings necessary for operation of railway (store room),	126 61	
Total Additions to Land and Buildings,		128 96
Additions to other permanent property: Pequot park, improvements to grounds and two new buildings,		2,331 99
Total Additions to Property Accounts,		$12,565 03

GENERAL BALANCE SHEET SEPTEMBER 30, 1906.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	$167,520 95	
Electric line construction, including poles, wiring, feeder lines, etc.,	41,627 42	
Engineering and other expenses incident to construction,	13,169 45	
TOTAL COST OF RAILWAY OWNED,		$222,317 82
Cost of equipment:		
Cars and other rolling stock,	$49,895 40	
Electric equipment of same,	37,489 07	
Other items of equipment:		
Horse, harness, etc.,	154 50	
Tools,	906 68	
Office furniture and fixtures,	360 95	
TOTAL COST OF EQUIPMENT OWNED,		88,806 60
Cost of land and buildings:		
Land necessary for operation of railway,	$5,041 61	
Electric power stations, including equipment,	52,137 59	
Other buildings necessary for operation of railway,	17,122 27	
TOTAL COST OF LAND AND BUILDINGS OWNED,		74,301 47
Other permanent property: Pequot park,		17,655 50
TOTAL PERMANENT INVESTMENTS,		$403,081 39
Cash and current assets:		
Cash,	$1,341 32	
Bills and accounts receivable,	3,015 26	
TOTAL CASH AND CURRENT ASSETS,		4,356 58
Miscellaneous assets:		
Materials and supplies,	$3,696 33	
Other assets and property:		
Prepaid insurance,	706 27	
Prepaid taxes,	4,282 46	
TOTAL MISCELLANEOUS ASSETS,		8,685 06
TOTAL,		$416,123 03

LIABILITIES.	CR.	
Capital stock,		$250,000 00
Funded debt,		75,000 00
Current liabilities:		
Loans and notes payable,	$70,000 00	
Audited vouchers and accounts,	6,020 86	
TOTAL CURRENT LIABILITIES,		76,020 86
Accrued liabilities:		
Interest accrued and not yet due,	$937 50	
Taxes accrued and not yet due,	1,942 33	
TOTAL ACCRUED LIABILITIES,		2,879 83
Profit and loss balance (surplus),		12,222 34
TOTAL,		$416,123 03

Capital Stock.

Capital stock authorized by law,	$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	11	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	$249,000 00	

Funded Debt.

Description of Bonds.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, 20 years,	5	Jan. 1, 1920,	$75,000 00	$3,750

Volume of Traffic, etc.

Number of passengers paying revenue carried during the year,	1,950,183
Number carried per mile of main railway track operated,	120,867
Number of car miles run,	485,540
Average number of persons employed,	60

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Not Equipped.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Cars — Passenger Service.					
Box passenger cars,	12	-	12	12	24
Open passenger cars,	19	-	19	-	46
Total,	31	-	31	12	70
Cars — Other Service.					
Work cars,	-	2	-	-	-
Other cars,	-	2	-	-	-
Total,	-	4	-	-	-
Snow ploughs,	3	-	-	-	-

Miscellaneous Equipment.

Highway vehicles:	
Tower wagons,	2
Express,	1
Horses,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	15.793 miles.
Length of second main track,	.342 "
Total length of main track,	16.135 "
Length of sidings, switches, etc.,	.793 "
Total, computed as single track,	16.928 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.967 miles.

Names of the several cities and towns in which the railways operated by the company are located: Westfield and West Springfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY,

WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Ralph D. Gillett, *President*, Westfield, Mass. Robert B. Crane, *Vice-President*, Westfield, Mass. Charles J. Little, *Treasurer and Clerk of Corporation*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. Harris B. Moulton, *Auditor*, Westfield, Mass. A. D. Robinson, *General Manager*, Westfield, Mass. Wm. H. Savery, *Superintendent*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ralph D. Gillett, Westfield, Mass. Henry W. Ely, Westfield, Mass. Arthur W. Eaton, Pittsfield, Mass. Archie D. Robinson, Westfield, Mass. Henry C. Page, Springfield, Mass. Charles J. Little, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

H. C. PAGE,
R. D. GILLETT,
H. W. ELY,
C. J. LITTLE,
A. D. ROBINSON,
A. W. EATON,
Directors.
C. J. LITTLE,
Treasurer.
A. D. ROBINSON,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. NOV. 1, 1906. Then personally appeared the above-named H. C. Page, R. D. Gillett, A. W. Eaton, H. W. Ely, C. J. Little and A. D. Robinson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES F. ELY,
Justice of the Peace.

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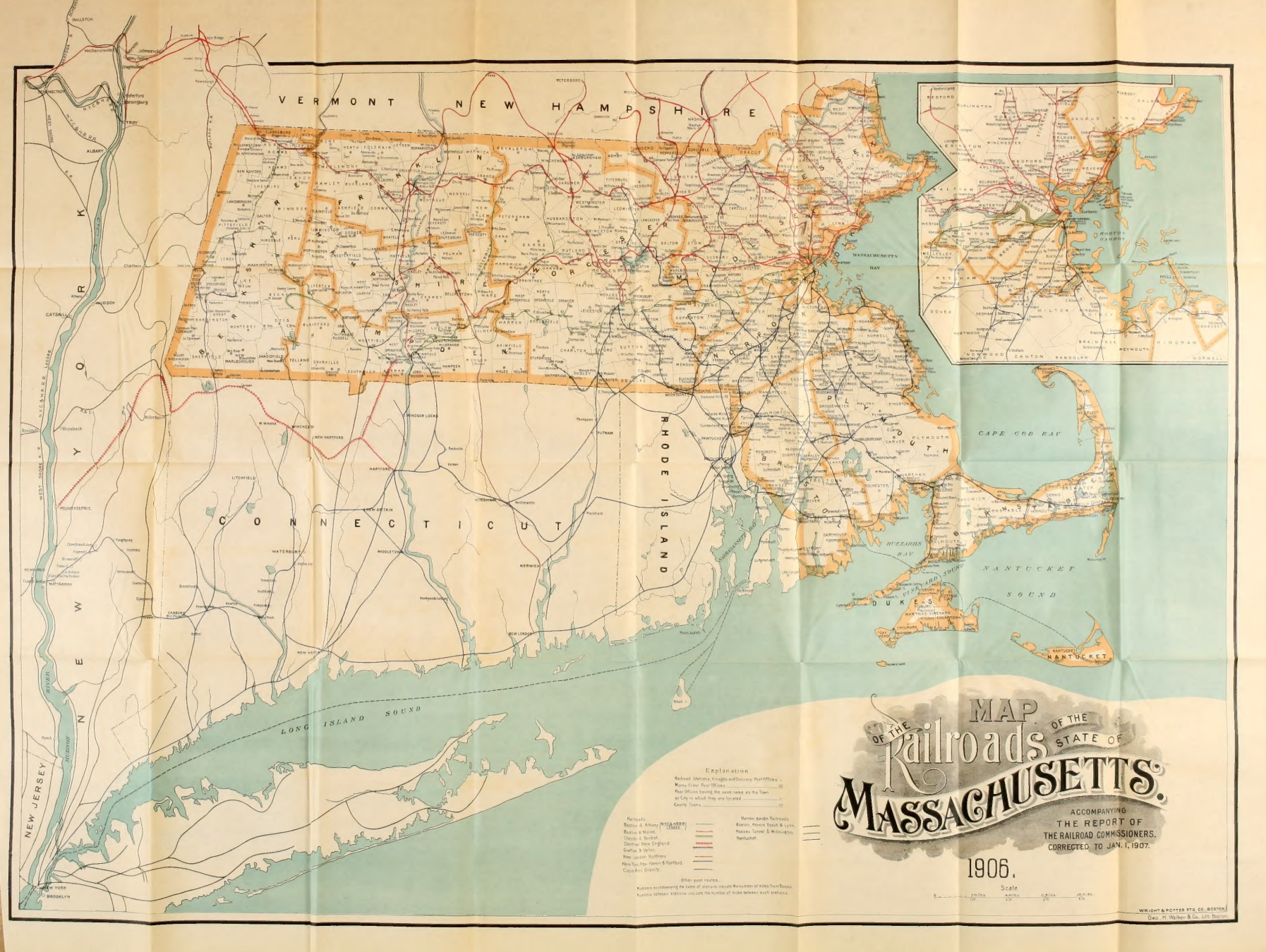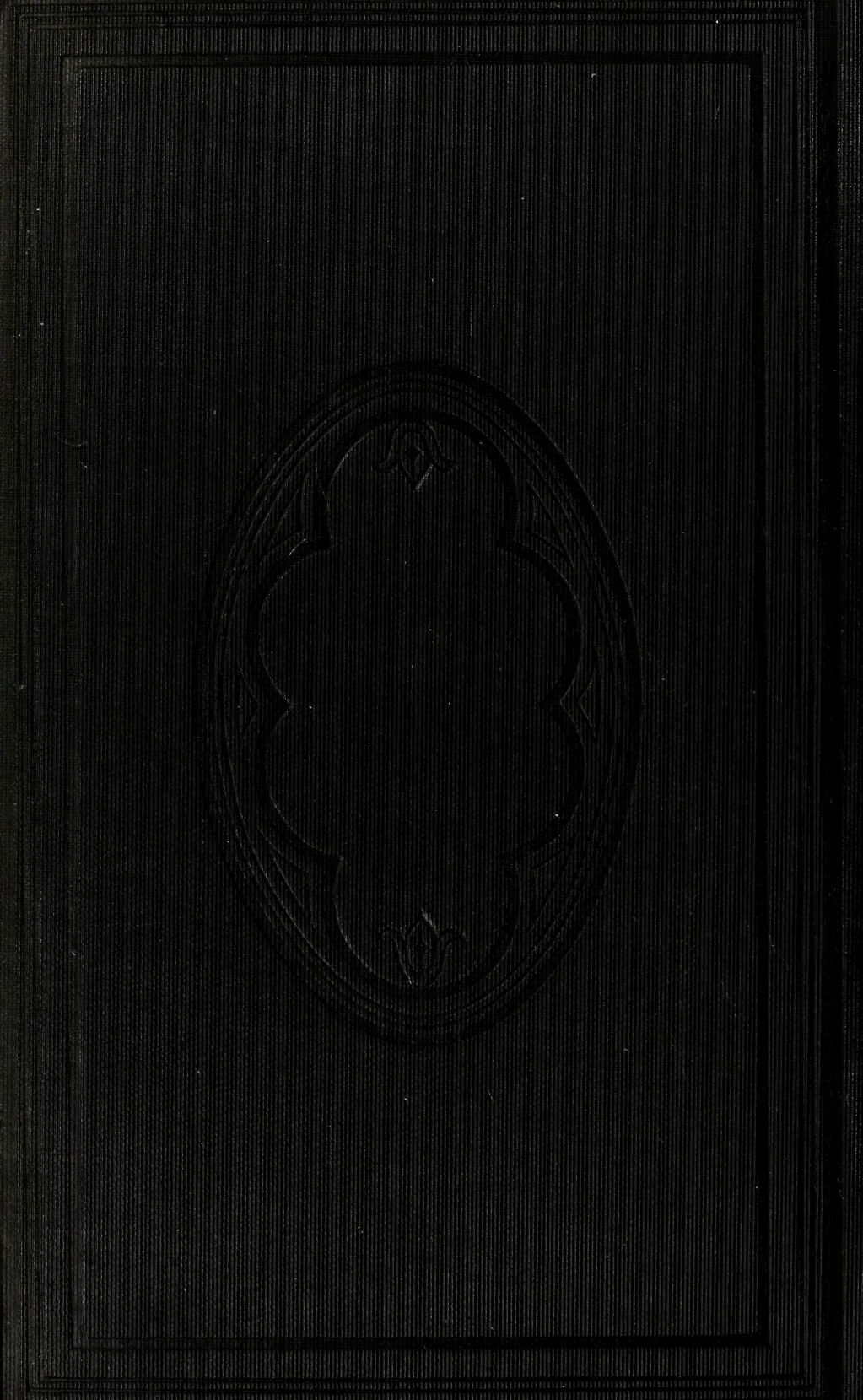
VERMONT
NEW HAMPSHIRE
CONNECTICUT
RHODE ISLAND
NEW YORK
NEW JERSEY
LONG ISLAND SOUND
MASSACHUSETTS BAY
CAPE COD BAY
BUZZARDS BAY
NANTUCKET SOUND
MAP OF THE Railroads OF THE STATE OF MASSACHUSETTS.
ACCOMPANYING THE REPORT OF THE RAILROAD COMMISSIONERS. CORRECTED TO JAN. 1, 1907.
1906.
Explanation
Railroads
Boston & Albany (NYC & HRRR Lessee)
Boston & Maine
Clinton & Fairhaven
Central New England
Grafton & Upton
New London Northern
New York, New Haven & Hartford
Cape Ann Granite
Narrow Gauge Railroads
Boston, Revere Beach & Lynn
Hoosac Tunnel & Wilmington
Nantucket
Other coast routes.
Numbers accompanying the name of stations indicate the number of miles from Boston; numbers between stations indicate the number of miles between such stations.
Railroad Stations, Villages and Ordinary Post Offices
Money Order Post Offices
Post Offices having the same name as the Town or City in which they are located
County Towns
Scale
WRIGHT & POTTER PTG CO. BOSTON
Geo. H. Walker & Co. 4th Edition